

APPENDIX A - Ownership Details

A. FREEHOLD INTERESTS

The Owner is the registered proprietor with absolute title of the Land shown edged red for identification purposes only on the Land Plan which is part of the land registered at the Land Registry under title number SK214938.

APPENDIX B - Planning RMA Conditions

**Mid Suffolk District Council Planning Control Department
131 High Street Needham Market IP6 8DL**

**DECISION NOTICE
Town and Country Planning Acts**

Date of Application: June 30, 2010
Date Registered: July 12, 2010

REFERENCE: 1969 / 10

Documents to which this decision relates: 2002-311/P100/A, 2002-311/P102/G, 2002-311/P104/A, 2002-311/P105/C, 2002-311/P106/A, 2002-311/P107/A, 2002-311/107C, 2002-311/P108/A, 2002-311/P109, 2002-311/P113/B, 2002-311/P123, 2002-311/P124, 2002-311/P136, 2002-311/P141 (Inquiry Document OS1/3), 9002-062/101/E and 9002-062/104/D.

Ecological mitigation on drawing no. Fig. ES 4.8 (Revision E)
Schedule of Development, Rev. C, dated 19 May 2006

CORRESPONDENCE ADDRESS:	NAME AND ADDRESS OF APPLICANT:
EJW Planning Ltd Lincoln Barn Norwich Road Scoulton Norwich, Norfolk NR9 4NP	Mr Godfrey Spanner Onslow Suffolk Ltd 128 Mount Street Mayfair London W1K 3NU

PROPOSED DEVELOPMENT AND LOCATION OF THE LAND:

Application for extension of time for the implementation of the "SnOasis" a ski centre, holiday resort, centre of winter sports excellence, leisure and associated uses and related on and off site infrastructure (Originally permitted under outline planning permission OL/100/04).

- Land at Column Field Quarry (Known as Masons Quarry), Great Blakenham (Part in Nettlestead, Little Blakenham & Baylham).

The Council, as local planning authority, hereby gives notice that **PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans submitted subject to the following conditions:

1. ACTION REQUIRED PRIOR TO COMMENCEMENT OF EACH PHASE OF WORKS

Details of the siting, design and external appearance of the buildings and the landscaping of the site (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority for each phase of the development before any development within that phase begins. (In addition, and in accordance with Condition 10 Development shall not begin

until a phasing plan for its construction has been submitted to and approved in writing by the local planning authority). The development shall be carried out as approved. The order of the phased submission of the reserved matters shall be as follows:

Phase 1: Details of the ecological mitigation - to include earth stripping and creation of the ponds in preparation for the relocation of newts

Phase 2: Details of civils [as defined below], drainage and structural landscaping

Phase 3: Details of the siting, design and external appearance, of the ski dome, associated car parking and any hard and soft landscaping

Phase 4: Details of the siting, design and external appearance, of the entertainment dome, and any hard and soft landscaping.

Phase 5: Details of the siting, design and external appearance of the hotel, car park, apartments and retail units together with any hard and soft landscaping.

Phase 6: Details of the siting, design and external appearance of the sports academy, hostel and car park together with any hard and soft landscaping.

Phase 7: Details of the siting, design and external appearance of the ice rink, conference and exhibition centre together with any hard and soft landscaping.

Phase 8: Details of the siting, design and external appearance of the log cabins and clubhouse together with any hard and soft landscaping.

The ski dome and associated car parking included in phase 3 shall be first commenced before first commencement of phases 4 to 8 (inclusive) and no part of phases 4 to 8 (inclusive) shall be first occupied until phase 3 is first completed for occupation.

For the purposes of Phase 2 "civils" is defined as civil [engineering] works comprising the construction of roads, including the "bridge structure" alongside Viridor's land to the north of the ski slope, drainage installations, forming levels and ground modelling, creating water features and water courses, installation of services to each phase of the development and perimeter fencing.

Reason – To enable the Local Planning Authority to secure an orderly, suitably phased and well designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Mid Suffolk Local Plan and Core Strategy. To ensure the delivery of the essential elements including ecological mitigation and the ski slope in the early phases.

2. **TIME LIMIT FOR RESERVED MATTERS APPLICATION**

Application for approval of the reserved matters shall be made to the local planning authority before the expiration of five years from the date of this permission.

Reason – Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004

3. **TIME LIMIT FOR RESERVED MATTERS APPLICATION**

The development hereby permitted shall begin before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason – Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004

4. **PRINCIPLES FOR RESERVED MATTERS**

The reserved matters shall be based on the following siting and design principles:

- a) the location and footprint of the various buildings and structures shall be generally in accordance with the locations shown on drawing. no. 2002-311/P102/G;
- b) the siting of the ski slope, entertainment dome and ice rink / conference & exhibition centre shall be as shown on drawing. no. 2002-311/P136;
- c) the development areas and built accommodation areas shall be generally as set out in the Schedule of Development, Rev. C, dated 19 May 2006;
- d) the design of the Snow Dome, Entertainment Dome and Academy Dome shall be generally as shown on drawings. nos. 2002-311/P104/A, P105/C, P106/A, P107/A, P108/A, P109, P113/B, P123 and P124;
- e) the ice rink and the outdoor speed skating area within the Academy zone shall each be designed to have a maximum spectator capacity of 1,500.
- f) the landscaping shall be generally in accordance with the provisions shown on drawings nos. 9002-062/101/E and 9002-062/104/D.

Reason - In order to define the scope of the outline planning permission granted.

5. **RESERVED MATTERS REQUIREMENT**

The reserved matters shall include the following:

- a) existing and proposed site levels and finished floor levels of the buildings, identifying all areas of cut, fill, gradient and bunding;
- b) details (including layout, levels, gradients, construction specification and

surfacing) of the road, footpath and cycle track infrastructure within the site and the areas to be provided for the manoeuvring and parking of service vehicles, cars (including disabled parking), motor cycles and bicycles (secure and covered), buses (including bus stops), coaches and taxis within each of the development areas (as on drawing no. 2002-311/P102/G) requiring such parking;

c) the landscaping scheme for the site shall encompass both hard and soft landscape works, an implementation programme and a management and maintenance plan; details shall include means of enclosure (both around the perimeter and within the site), pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures (including signage), details of existing trees to be retained (with measures for their protection during the entire construction period) and planting plans (including written specifications and schedules of plants, noting species, sizes and proposed numbers/densities);

d) materials to be used in the construction of the external surfaces of the buildings;

Development shall be carried out in accordance with all of the approved details.

Reason - In order to define the scope of the outline planning permission granted and to ensure that the development is supported by adequate and appropriate details.

6. CAR PARKING LIMIT

The number of car parking spaces provided on the site shall not exceed 2,000 unless the local planning authority has granted prior written consent for a greater number.

Reason - In order to limit the traffic generation associated with the development and to encourage sustainable modes of transport in accordance with PPG13 and adopted development plan policies.

7. MAINTENANCE STRATEGY

Development shall not begin until a maintenance strategy for the 'Snow Dome' has been submitted to and approved in writing by the local planning authority. Development shall be implemented in accordance with the approved strategy, which shall be carried out thereafter.

Reason - In the interests of the visual amenities of the area.

8. ARCHAEOLOGICAL INVESTIGATION ACTION REQUIRED BEFORE WORKS COMMENCE

No development shall take place until the applicant, or its agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning

authority.

Reason - To allow proper investigation and recording of the site that is potentially of archaeological and historic significance.

9. PRIOR TO ANY WORKS COMMENCING: CONTAMINATION REMEDIATION SCHEME

Development shall not begin until:

- a) a strategy for investigating contamination present on the site has been submitted to and approved in writing by the local planning authority;
- b) an investigation has been carried out in accordance with the approved strategy;
- c) a written report, detailing the findings of the investigation, assessing the risk posed to receptors by contamination and proposing a remediation scheme, has been submitted to and approved in writing by the local planning authority;
- d) remediation work has been carried out in accordance with the approved remediation scheme;
- e) evidence has been submitted to and approved in writing by the local planning authority verifying that the remediation work has been carried out in accordance with the approved scheme.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

10. PHASING PLAN

Development shall not begin until a phasing plan for its construction has been submitted to and approved in writing by the local planning authority. Development shall proceed in accordance with the approved plan.

Reason – To enable the Local Planning Authority to secure an orderly, suitably phased and well designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Mid Suffolk Local Plan and Core Strategy. To ensure the delivery of the essential elements including ecological mitigation and the ski slope in the early phases.

11. POTABLE WATER

Development shall not begin until a strategy for the provision of potable water infrastructure has been submitted to and approved in writing by the local planning authority. Development shall proceed in accordance with the approved strategy.

Reason: To ensure that the development can be adequately served with

potable water, without detriment to water supplies generally in the area and without detriment to the wider environment including the water table and river levels.

12. **PROTECTION OF AQUIFER**

Development shall not begin until details of measures to protect the potable water supply (chalk aquifer) below the site of the ski slope have been submitted to and approved in writing by the local planning authority. Development shall proceed in accordance with the approved measures.

Reason: To protect against pollution of the aquifer and to ensure that the development is implemented without detriment to water supplies generally in the area and without detriment to the wider environment and in accordance with PPS 23 and PPS25.

13. **WASTEWATER**

Development shall not begin until a strategy for the provision of wastewater infrastructure to serve the site has been submitted to and approved in writing by the local planning authority. Development shall proceed in accordance with the approved strategy.

Reason: To protect against pollution and to ensure that the development is implemented and used with regard to sustainable principles and without detriment to the wider environment and in accordance with PPS 23 and PPS25.

14. **SURFACE WATER DRAINAGE**

Development shall not begin until a scheme for the provision and implementation of surface water drainage (including pollution control) has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved.

Reason: To protect against flooding both on the site and elsewhere; to protect against pollution and to ensure that the development is implemented and used with regard to sustainable drainage principles and without detriment to the wider environment and in accordance with PPS 23 and PPS25.

15. **LANDFILL RISK ASSESSMENT**

Development shall not begin until further site investigation and assessment of risks to and from the neighbouring landfill site (including any proposed mitigation measures and the phasing and retention thereof) has been submitted to and approved in writing by the local planning authority. A validation report to ensure that the approved measures have been implemented shall be submitted to and approved in writing by the local planning authority.

Reason: To protect against pollution, hazards and to ensure that the effects of the neighbouring developments are suitably managed, including regard to water table, leachates and gas emissions and to ensure that the development does not prejudice landfill reserves and is implemented and used with regard to sustainable principles and without detriment to the wider environment and in accordance with PPS 23 and PPS25.

16. EMERGENCY ACCESS

Development shall not begin until details of emergency access provision have been submitted to and approved in writing by the local planning authority. The approved provision shall be implemented before first occupation of any part of the development and shall be retained thereafter.

Reason: To ensure that the development is supported by appropriate safety measures and that the access arrangements are suitably detailed with regard to highway safety.

17. FIRE FIGHTING INFRASTRUCTURE

Development shall not begin until a strategy for the provision of fire-fighting infrastructure has been submitted to and approved in writing by the local planning authority. No part of the development shall be occupied until the approved provision serving it has been implemented. The infrastructure shall be retained thereafter in its approved form.

Reason: To ensure that the development is supported by appropriate fire safety measures and that the water supply and fire appliance access arrangements are suitably detailed with regard to fire safety.

18. RESTRICTIONS ON DELIVERIES / DESPATCHES

All delivery, collection and servicing operations associated with the approved development shall be restricted to between 07:30 and 19:00 hours on any day of the week.

Reason – To enable the Local Planning Authority to retain control over the development in the interests of amenity.

19. RESTRICTION ON OPERATING TIMES

Operating hours for uses of the site (defined by the terms used on drawing no. 2002-311/P102/G) shall be as follows:

- a) Gateway – recreation and sports-related activities restricted to between 09:00 and 22:00 hours on any day of the week;
- b) Ski Centre – recreation and sports-related activities restricted to between 09:00 and 22:00 hours on any day of the week;
- c) Academy – outdoor recreation and outdoor sports-related activities restricted to between 08:00 and 22:00 hours on any day of the week; recreation and sports-related activities within the speed skating track or

ice rink or within the Academy Dome restricted to between 09:00 and 22:00 hours on any day of the week; exhibitions restricted to between 09:00 and 22:00 hours on any day of the week;

- d) Village Centre – retail units restricted to between 07:00 and 22:00 hours on any day of the week;
- e) Parkland – recreation and sports-related activities (other than walking, jogging, cycling and other keep-fit pursuits not mechanically-aided) restricted to between 08:00 and 20:00 hours on any day of the week; the Country Club restricted to between 08:00 and 23:00 on any day of the week;
- f) Resort – recreation and sports-related activities (other than walking, jogging, cycling and other keep-fit pursuits not mechanically-aided) restricted to between 08:00 and 20:00 hours on any day of the week.

Reason – To enable the Local Planning Authority to retain control over the development including night time countryside impact, traffic impacts and in the interests of amenity.

20. NOISE RESTRICTIONS

The level of noise emitted from the development hereby permitted shall not exceed 40dB(A), expressed as a 1-hour L_{Aeq} between 07:00 and 22:00 hours on any day and a 5-minute L_{Aeq} before 07:00 hours and after 22:00 hours, measured at points around the site boundary shown on drawing no. 2002-311/P141 (Inquiry Document OS1/3).

Reason – In the interest of the amenity of neighbouring residents, the quietude of the countryside and having regard to the background noise levels in the area.

21. NOISE RESTRICTION

No tannoy or public address system shall be operated externally without the prior written consent of the local planning authority.

Reason – In the interest of the amenity of neighbouring residents, the quietude of the countryside and having regard to the background noise levels in the area.

22. MEZZANINE FLOORS

No mezzanine floors shall be inserted within any of the buildings or structures hereby permitted without the prior written approval of the local planning authority.

Reason: In order to retain control over the amount of floorspace with regard to its impact on visitor numbers, other centres, traffic and the amenities of the area generally.

23. **ACTIVITY AREAS**

No sporting or recreational activities shall be carried out within the areas identified for ecological mitigation on drawing no. Fig. ES 4.8 (Revision E) or as may subsequently have been approved in writing by the local planning authority.

Reason: In order to safeguard countryside, ecology including protected species and the amount of activity with regard to its impact on visitor numbers, other centres, traffic and the amenities of the area generally.

24. **RESTRICTION ON CHANGES OF USE**

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without amendment, there shall be no change from the uses specified in the Schedule of Development, Rev. C, dated 19 May 2006, without the prior written approval of the local planning authority.

Reason: In order to safeguard countryside, ecology including protected species, together with nature and amount of activity with regard to the special circumstances of the ski slope in granting planning permission and the impact on visitor numbers, other centres, traffic and the amenities of the area generally.

25. **VISITOR RESTRICTION**

No visitor shall be permitted to occupy the apartments, chalets, hostel or hotel for more than 28 consecutive nights in any one calendar year.

Reason: In order that the accommodation is provided and retained as short-stay accommodation contributing to local tourism objectives.

26. **AMOUNT OF RESIDENTIAL ACCOMMODATION**

Residential accommodation provided on the site shall be limited to maxima of 350 chalets, 100 apartments, 200 beds in the hostel and 350 lettable rooms in the hotel.

Reason: In order to maintain control over the amount of activity generated with regard to the impact on visitor numbers, other centres, traffic and the amenities of the area generally.

27. **AMOUNT OF RETAIL ACCOMMODATION**

The total floor area of the retail units numbered R3-R18 in the Schedule of Development, Rev. C, dated 19 May 2006, shall be sub-divided so that no unit exceeds 1,500 square metres gross floor area and no more than one unit exceeds 500 square metres gross floor area. Notwithstanding the provisions of Class A1 of the Town and Country Planning (Use Classes) Order 1987 as amended, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without amendment, the units shall be used only for the sale of sporting equipment and sport and leisure related clothing and footwear associated with the approved uses on the site, and not for the sale of other goods.

Reason: In order to maintain control over nature and amount of retail activity with regard to the special circumstances of the ski complex in granting planning permission and the impact on visitor numbers, other centres, traffic and the amenities of the area generally.

28. **AMOUNT OF RETAIL ACCOMMODATION**

The gross floor area of the convenience store to be provided within the Village shall not exceed 1,500 square metres.

Reason: In order to maintain control over nature and amount of retail activity with regard to the special circumstances of the ski complex in granting planning permission and the impact on visitor numbers, other centres, traffic and the amenities of the area generally.

29. **RADIO AND TELEVISION RECEPTION**

A survey identifying potential radio and television interference and remediation measures, with a programme for implementation, shall be submitted to and approved in writing by the local planning authority before the Ski Centre is first brought into use. The remediation measures shall be implemented in their approved form and thereafter retained.

Reason: In order to maintain an acceptable level of radio and television reception for local users.

30. **BRAMFORD ROAD ROUNDABOUT AND SPORTS PITCHES**

Works for the construction of the roundabout on Bramford Road and the access road to the site shall not begin before details of new boundary fencing (temporary and/or permanent) and reconfiguration of the existing sports pitches, including a programme for implementation, have been submitted to and approved in writing by the local planning authority. Provision and implementation shall be in accordance with the approved details.

Reason In order to achieve an orderly development and to maintain adequate provision and future arrangements for sports facilities in the area.

31. TIMING OF OCCUPATION OF THE SKI CENTRE CHARACTER AREA

The development and facilities (including floor space) proposed to be accommodated within the Ski Centre Character Area (Development Area) as specified in the approved Schedule of Development Revision C dated 19 May 2006, and as annotated on the SnOasis Character Areas Drawing (no 2002-311/107C) contained within the submitted Design Statement dated June 2004, shall be occupied either before, or at the same time as, (but not after) any of the development and facilities (including floor space) proposed to be accommodated within the Village Character Area (Development Area) as specified in the approved Schedule of Development Revision C dated 19 May 2006, and as annotated on the SnOasis Character Areas Drawing (no 2002-311/107C) contained within the submitted Design Statement dated June 2004

Reason: In order to maintain control over the phasing, range, nature and amount of activities and with regard to the special circumstances of the ski complex in granting planning permission and the impact on ecology, protected species, visitor numbers, other centres, traffic and the amenities of the area generally.

SUMMARY OF POLICIES AND PROPOSALS WHICH ARE RELEVANT TO THE DECISION:

1. This permission has been granted having regard to policies

COR1 - CS1 SETTLEMENT HIERARCHY
COR2 - CS2 DEVELOPMENT IN THE COUNTRYSIDE & COUNTRYSIDE VILLAGES
COR3 - CS3 REDUCE CONTRIBUTIONS TO CLIMATE CHANGE
COR4 - CS4 ADAPTING TO CLIMATE CHANGE
COR5 - CS5 MID SUFFOLKS ENVIRONMENT
COR6 - CS6 SERVICES AND INFRASTRUCTURE
COR11 - CS11 SUPPLY OF EMPLOYMENT LAND
COR12 - CS12 RETAIL PROVISION

of the Mid Suffolk Core Strategy Document, and to all other material considerations. The carrying out of the development permitted, subject to the conditions imposed, would accord with those policies and in the opinion of the Local Planning Authority there are no circumstances which otherwise would justify the refusal of permission.

2. This permission has been granted having regard to policies

CL8 - PROTECTING WILDLIFE HABITATS

S12 - RETAILING ON INDUSTRIAL ESTATES AND COMMERCIAL SITES

T2 - MINOR HIGHWAY IMPROVEMENTS

T4 - PLANNING OBLIGATIONS AND HIGHWAYS INFRASTRUCTURE

T10 - HIGHWAY CONSIDERATIONS IN DEVELOPMENT

T11 - FACILITIES FOR PEDESTRIANS AND CYCLISTS

T12 - DESIGNING FOR PEOPLE WITH DISABILITIES

T13 - BUS SERVICES

T14 - RAIL SERVICES

RT1 - SPORTS AND RECREATION FACILITIES FOR LOCAL COMMUNITIES

RT2 - LOSS OF EXISTING SPORTS AND RECREATION FACILITIES

RT3 - PROTECTING RECREATIONAL OPEN SPACE

RT5 - RECREATIONAL FACILITIES AS PART OF OTHER DEVELOPMENT

RT6 - SPORT AND RECREATION FACILITIES IN THE COUNTRYSIDE

RT10 - GOLF COURSES

RT13 - WATER - BASED RECREATION

RT16 - TOURISM FACILITIES AND VISITOR ATTRACTIONS

RT17 - SERVICED TOURIST ACCOMMODATION

RT19 - STATIC CARAVANS AND HOLIDAY CHALETs

SC4 - PROTECTION OF GROUNDWATER SUPPLIES

SC6 - RECYCLING CENTRES

RT12 - FOOTPATHS AND BRIDLEWAYS

CL6 - TREE PRESERVATION ORDERS

HB13 - PROTECTING ANCIENT MONUMENTS

GP1 - DESIGN AND LAYOUT OF DEVELOPMENT

H17 - KEEPING RESIDENTIAL DEVELOPMENT AWAY FROM POLLUTION

SC4 - PROTECTION OF GROUNDWATER SUPPLIES

T9 - PARKING STANDARDS

SB2 - DEVELOPMENT APPROPRIATE TO ITS SETTING

RT12 - FOOTPATHS AND BRIDLEWAYS

HB1 - PROTECTION OF HISTORIC BUILDINGS

HB14 - ENSURING ARCHAEOLOGICAL REMAINS ARE NOT DESTROYED

CL5 - PROTECTING EXISTING WOODLAND

E10 - NEW INDUSTRIAL AND COMMERCIAL DEVELOPMENT IN THE COUNTRYSIDE

E12 - GENERAL PRINCIPLES FOR LOCATION, DESIGN AND LAYOUT

of the Mid Suffolk Local Plan, and to all other material considerations. The carrying out of the development permitted, subject to the conditions imposed, would accord with those policies and in the opinion of the Local Planning Authority there are no circumstances which otherwise would justify the refusal of permission.

3. This permission has been granted having regard to policies

PPS1 - DELIVERING SUSTAINABLE DEVELOPMENT
PPS4 - PPS4 PLANNING FOR SUSTAINABLE ECONOMIC GROWTH
PPS5 - PLANNING FOR THE HISTORIC ENVIRONMENT
PPS7 - SUSTAINABLE DEVELOPMENT IN RURAL AREAS
PPS9 - BIODIVERSITY AND GEOLOGICAL CONSERVATION
PPS10 - PLANNING FOR SUSTAINABLE WASTE MANAGEMENT
PPG13 - PLANNING POLICY GUIDANCE: TRANSPORT
PPG17 - PLANNING FOR OPEN SPACE, SPORT AND RECREATION
PPS22 - RENEWABLE ENERGY. INCLUDES THE COMPANION GUIDE
PPS23 - PLANNING AND POLLUTION CONTROL
PPG24 - PLANNING AND NOISE
PPS25 - FLOOD RISK
MPS1 - MINERALS POLICY STATEMENT 1

of the Planning Policy Statement, and to all other material considerations. The carrying out of the development permitted, subject to the conditions imposed, would accord with those policies and in the opinion of the Local Planning Authority there are no circumstances which otherwise would justify the refusal of permission.

NOTES:

1. Summary Reasons for Approval

In granting planning permission, the Council had regard to the extant planning permission granted by the Secretary of State, the advice contained in the Government guide "Flexible Planning Permissions", that includes the following advice:

"LPAs should take a positive and constructive approach towards applications which improve the prospect of sustainable development being taken forward quickly. The development proposed in an application for extension will by definition have been judged to be acceptable in principle at an earlier date. While these applications should, of course, be determined in accordance with s.38(6) of the Planning and Compulsory Purchase Act 2004, LPAs should, in making their decisions, focus their attention on development plan policies and other material considerations (including national policies on matters such as climate change) which may have changed significantly since the original grant of permission....."

Particular attention was given to the updated Environmental Statement, any changes in planning policy and regard to other changes to material considerations. The Council also considered representations from consultees and interested parties. Details of the principal considerations include:

- Development plan policies including, Core Strategy adoption, MSDC position statement, rescinded and reinstated RSS, PPS1, PPS5, PPS6 and the Minister's subsequent statement of intent to remove Regional Strategies, Planning Policy Statements PPS7, PPS9, PPS10, PPG13, PPG15 rescinded, PPG17, PPS23, Tourism Good Practice Guidance and the Habitat Regulations.
- Emerging government legislation in the form of the Localism Bill and draft policies, particularly the draft 'National Planning Policy Framework' (NPPF) and Ministerial statements including 'Planning for Growth'. The draft NPPF includes an outline of the approaches to Protecting and enhancing the environment, Green space designation, Sustainable transport, Biodiversity, Noise and light pollution, Climate change, Minerals, Promoting Sustainable Growth and Prosperity, Presumption in favour of sustainable development, Town centres, Neighbourhood planning, Historic environment and Design.
- The Environmental Assessment (including ecological assessments, mitigation and restrictive covenants)
- Employment and Economic Growth
- Viability
- Planning for Town Centres (PPS6 replaced by PPS4)
- Previously developed land
- Design quality
- Other considerations (including construction and drainage)
- Visual Impact
- Agricultural land
- Biodiversity and geological conservation (PPS9)
- SSSIs
- Bats
- Great Crested Newts
- Badgers
- Grassland creation
- Grass snake translocation
- Other wildlife and vegetation
- Proposed wildlife mitigation
- County wildlife sites
- Conditions and S106 agreement
- Sustainable waste management (PPS10, Waste Local Plan)
- Minerals (Minerals Local Plan)
- Transport (PPG13)
- Public Transport
- Traffic generation and trip assignment
- The A14 and A12
- Sproughton
- Local Roads
- Gipping Road Level Crossing
- Other Highway matters
- Sport and recreation
- Emergency access
- Planning and the Historic Environment (PPG15 replaced by PPS5)

- Open Space Sport and Recreation (PPG17)
- Climate Change (PPS1) – renewable or low carbon assessment
- Phasing of the development
- Visitor numbers
- Mitigation, Conditions and S106

The Council considered that whilst there had been changes to policies and advice; these were not significant changes in policy or other material considerations to warrant a conclusion other than to grant an extension of time and that it would be appropriate to allow reserved matters to be submitted in phases and to permit an extended time period of five years for the submission of the reserved matters, with regard to all of the circumstances.

2. Protected Species are present at the site which are fully protected by the Wildlife and Countryside Act (1981). A licence will be required before development commences. Further advice on licences, surveys and compliance with the legislation can be obtained from Natural England, Government Buildings, 100 Southgate Street, Bury St. Edmunds, IP33 2FE, Tel. 01284 762218 or email: enquiries.east@naturalengland.org.uk
3. This planning permission has been granted having regard to a related Section 106 planning obligation. Reference should be made to that planning obligation in conjunction with this decision notice.

This relates to document reference: 1969 / 10

Signed: Philip Isbell
Professional Lead Officer
Planning Services

Dated: October 31, 2011

**MID SUFFOLK DISTRICT COUNCIL, 131 HIGH STREET, NEEDHAM MARKET,
IPSWICH IP6 8DL**

No.	Condition Heading	Condition Wording
1	<p>CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)</p>	<p>No development shall commence within any approved phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until a Construction Environmental Management Plan (CEMP), in respect of that phase has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:-</p> <p>a) Measures (both physical measures and sensitive working practices as appropriate) to avoid or reduce noise and vibration impacts during construction (may be provided as a set of method statements). Such measures are to include hours of working; the location, positioning and use of machinery and plant; and appropriate standards of compliance.</p> <p>b) Measures (both physical measures and sensitive working practices as appropriate) to avoid or reduce dust and smoke impacts during construction (may be provided as a set of method statements).</p> <p>c) Measures (both physical measures and sensitive working practices as appropriate) to avoid or reduce travel and highway safety impacts during construction (may be provided as a set of method statements). Such measures are to include protection for footpaths surrounding the site; means of access to the site during construction; arrangements for using wheel washing facilities including management, use, and location; elimination of glare from lights; and the siting of any on site compounds and provision of parking for site workers.</p> <p>d) Measures (both physical measures and sensitive working practices as appropriate) to avoid or reduce biodiversity impacts during construction (may be provided as a set of method statements). Such measures are to include risk assessment of potentially damaging construction activities to ecological receptors; identification of "biodiversity protection zones"; the location and timing of sensitive works to avoid harm to biodiversity features; the times during construction when specialist ecologists need to be present on site to oversee works; and the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</p> <p>e) A construction surface water management plan detailing how surface water and storm water will be managed on the site during construction.</p> <p>f) Details of construction haul routes, times and delivery schedules, and locations/methods of traffic control.</p> <p>g) Responsible persons, lines of communication, ongoing monitoring and review mechanism.</p> <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.</p>

No.	Condition Heading	Condition Wording
2	WRITTEN SCHEME OF ARCHAEOLOGICAL INVESTIGATION	<p>No development shall take place within any approved phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until the implementation of a programme of archaeological work has been secured for each phase in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. The scheme of investigation shall include an assessment of significance and research questions; and:</p> <ul style="list-style-type: none"> a. The programme and methodology of site investigation and recording b. The programme for post investigation assessment c. Provision to be made for analysis of the site investigation and recording d. Provision to be made for publication and dissemination of the analysis and records of the site investigation e. Provision to be made for archive deposition of the analysis and records of the site investigation f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority. h. Provision to be made for further investigations in accordance with a separate specification, to be carried out, if necessary, following the completion of the site investigations and recording provided for in the Written Scheme of Investigation.
3	EUROPEAN PROTECTED SPECIES LICENCE FOR GREAT CRESTED NEWTS	<p>No works comprised in the development which may harm Great Crested Newts as identified in the revised Ecological mitigation and management plan (Peak Ecology, Dec 2017) shall be carried out unless the local planning authority has been provided with either: a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 or any replacement thereto authorising the specified activity/development to go ahead; or b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.</p>
4	PROTECTED SPECIES LICENCE FOR BADGER.	<p>The works to remove terrestrial habitat likely to cause harm to badgers and as identified in the Ecological mitigation and management plan (Peak Ecology, Dec 2017) shall not in any circumstances commence unless the local planning authority has been provided with either: c) a licence issued by Natural England pursuant to the Badgers Act 1992 authorising the specified activity/development to go ahead; or d) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.</p>
5	BIODIVERSITY CEMP FOR GREAT CRESTED NEWTS (CEMP(GCN))	<p>Prior to commencement of any works on site, a Biodiversity Construction Environmental Management Plan to cover Great Crested Newt mitigation and information needed to support EPS licence and pond enhancement works (CEMP(GCN)) shall be submitted to and approved in writing by the local planning authority. The CEMP(GCN) shall include the following.</p>

No.	Condition Heading	Condition Wording
		<p>a) Risk assessment of potentially damaging construction activities.</p> <p>b) Identification of "biodiversity protection zones".</p> <p>c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).</p> <p>d) The location and timing of sensitive works to avoid harm to biodiversity features.</p> <p>e) The times during construction when specialist ecologists need to be present on site to oversee works.</p> <p>f) Responsible persons and lines of communication</p> <p>g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</p> <p>h) Use of protective fences, exclusion barriers and warning signs.</p> <p>The approved CEMP (Biodiversity) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p>
6	DRAINAGE DETAILS	<p>Notwithstanding the details hereby approved, no construction works shall commence (save for the ecological mitigation works under conditions 3,4 and 5 of this decision notice) until the details of drainage matters have been submitted to and agreed in writing by the Local Planning Authority in consultation with Suffolk County Council (as Lead Local Flood Authority).</p> <p>Such drainage details shall include:</p> <p>1. Site Investigations including:</p> <ul style="list-style-type: none"> • Infiltration Test Result (carried out in accordance with BRE Digest 365 or any replacement thereto) from approximately 150 – 200 trial pits across the site; • Ground water levels and monitoring (details and scope of monitoring shall have been previously agreed with the Lead Local Flood Authority); • Contamination report which includes confirmation that there are no issues with the contamination if the proposed development includes the use of infiltration drainage systems and that there is no potential for deterioration in groundwater quality as a result of infiltration; • Provide confirmation that there is no potential instability when water is infiltrated. <p>2. A detailed assessment and drawings of the existing surface water drainage system, including details of:</p> <ul style="list-style-type: none"> • Existing catchments and runoff destinations;

No.	Condition Heading	Condition Wording
		<ul style="list-style-type: none"> ▪ Run-off rates for each sub-catchment established in accordance with the adjusted IH124 methodology (or any replacement thereto) for the 1 in 1, 1 in 30 and 1 in 100-year rainfall events; ▪ Existing Lakes; ▪ Other surface water drainage assets including pipes, chambers, headwalls, and watercourse(s); <p>4. Detailed development layouts showing:</p> <ul style="list-style-type: none"> ▪ Site Layout (including surfacing types) ▪ New Site Levels; ▪ Detailed phasing plan. <p>5. A set of plans detailing the existing and proposed topography of the Site.</p> <p>6. A Route Map, with photographs, of the existing watercourse (if infiltration is not suitable) and should demonstrate that the proposed watercourse flows into an Ordnance Survey mapped watercourse.</p> <p>7. Overall proposed site drainage catchment plan including details of:</p> <ul style="list-style-type: none"> • Proposed runoff rates to comply with the non-statutory standards for sustainable drainage; • In the event that an existing water drainage features are proposed to be removed, diverted, or altered in any way, provide details demonstrating that their proposed altered removal will not result in a detrimental effect on the groundwater conditions or flood risks. <p>8. Detailed landscaping details including all surface water drainage assets. The details should include details of the site levels and drainage system and confirm that these are technical feasibility to achieve runoff to the attenuation systems. The details should also include pipe networks designs for each proposed sub-catchment.</p> <p>9. Confirmation of how the runoff will be controlled for each construction phase do that there is no increase in site run-off.</p> <p>10. Full justification for the chosen infiltration rates.</p> <p>11. Calculations for each phase for all the proposed soakaways and attenuation systems for all storm events (15 minutes to one day).</p> <p>12. Appropriate allowances for climate change.</p>

No.	Condition Heading	Condition Wording
		<p>13. A plan demonstrating how exceedance runoff will be avoided.</p> <p>14. Discharge agreements for the outfall from the site surface water drainage system into the watercourse either a Suffolk County Council, Land Drainage Act consent or an Environmental Agency Environmental Permit.</p> <p>15. Management and Maintenance schedules for all surface water assets.</p> <p>16. An explanation of whether there will be a change to run-off volumes and an assessment of how the affect this may have on flood risk to land and property downstream from the Site.</p> <p>17. A review of the existing and proposed surface water flood risks.</p> <p>18. An Assessment of how the proposed development will affect the ground water levels and potential groundwater flood risks.</p> <p>19. In the eventuality that existing lakes are proposed to be utilised for attenuation, a detailed assessment of their existing capacity should be undertaken which confirms their existing function and how the existing function will be maintained for any future use.</p> <p>20. Details of the surface water treatment stages/methods should be undertaken in accordance with the current SuDS Manual/Guide adopted by the Lead Local Flood Authority or any replacement thereto.</p> <p>21. Details of the proposed water cycle as well as any water recycling or re-use where appropriate. This should also include detail of the disposal of grey water from the Snow Dome (Phase 3). Should infiltration be proposed detailed designs must be submitted as well as clarification that the proposed infiltration will not have a detrimental effect upon the ground water.</p> <p>22. Health and safety risk assessment for the proposed drainage features.</p> <p>The scheme of drainage shall be implemented and maintained in the form and for the periods approved.</p>
7	SUSTAINABLE URBAN DRAINAGE SYSTEMS DETAILS	No building within any phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) shall be occupied or utilised until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

No.	Condition Heading	Condition Wording
8	DETAILS OF CONSTRUCTION AND SERVICING VEHICLES (MANAGEMENT PLANS)	<p>All HGV traffic movements to and from the site over the duration of the construction period, and for servicing arrangements thereafter, shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any 'deliveries of materials' commence.</p> <p>No HGV movements shall be permitted to and from the site other than in accordance with the routes and timings and means of traffic management/control defined in the Deliveries Management Plan.</p> <p>The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Deliveries Management Plan throughout the period of use of the site. The register shall be made available for inspection by the Local Planning Authority at all reasonable times.</p>
9	DETAILS OF SURFACE WATER DRAINAGE (HIGHWAYS)	<p>Prior to commencement of construction works (Phase 2 as set out in Condition 1 of Outline Planning Permission ref 1969/10), details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.</p>
10	DETAILS OF COACH, CAR AND CYCLE PARKING	<p>Before the development is commenced (Phase 2 as set out in Condition 1 of Outline Planning Permission ref 1969/10) details of the areas to be provided for the manoeuvring and parking of vehicles (including buses and coaches) including secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The development parking arrangements should be generally in accordance with the details set out in the Suffolk Guidance for Parking 2015 or successor edition. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.</p>
11	CONSTRUCTION CEMP FOR OTHER SPECIES (EXCEPT FOR GREAT CRESTED NEWTS)	<p>Prior to commencement of construction works (Phase 2 as set out in Condition 1 of Outline Planning Permission ref 1969/10), a Construction Environmental Management Plan for biodiversity other than Great Crested Newt (BCEMP) shall be submitted to and approved in writing by the local planning authority. The BCEMP shall include the following:</p> <ul style="list-style-type: none"> a) Risk assessment of potentially damaging construction activities. b) Identification of "biodiversity protection zones". c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication.

No.	Condition Heading	Condition Wording
		<p>g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</p> <p>h) Use of protective fences, exclusion barriers and warning signs.</p> <p>The approved BCEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p>
12	<p>BIOSECURITY PROTOCOL FOR NON- NATIVE SPECIES</p>	<p>Prior to the commencement of construction works associated with the relevant phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10), a biosecurity protocol shall be submitted to and approved by the local planning authority detailing measures to minimise, or remove where achievable, the risk of introducing non-native species into a particular area during the construction and operation of the development. The measures shall be carried out strictly in accordance with the approved protocol.</p>
13	<p>DESIGN DETAILS INCLUDING SAMPLE MATERIALS</p>	<p>Notwithstanding the approved drawings, no development shall commence within any phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until the details of all external materials and finishes (including materials samples where specifically requested for inspection by the LPA) to be applied within that phase have been submitted to and approved in writing by the LPA.</p> <p>The submitted details will include the type, material, manufacturer specification, and colour/finish to be applied and will demonstrate how the proposed materials and finishes have been informed by a programme of public consultation and engagement and responds to the principles set out within the Design and Access Statement for that phase (prepared by Leslie Jones Architecture).</p> <p>The approved materials and finishes will be fully applied/installed prior to the occupation of that phase and will be retained and maintained thereafter.</p>
14	<p>DETAILS OF SECURE BY DESIGN MEASURES FOR EACH PHASE OF DEVELOPMENT</p>	<p>No development shall commence within phases 3 – 8 (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until details of the measures to be incorporated into the development within that phase, demonstrating how the principles and practices of the ‘Secured by Design’ initiative or replacement thereto have been included, have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The development within a given phase (3 – 8) shall be carried out in accordance with the agreed details.</p>
15	<p>ADDITIONAL BIODIVERSITY CEMP:</p>	<p>Further supplementary ecological surveys for breeding birds in particular farmland species and invertebrates shall be undertaken to inform the preparation and implementation of corresponding phases of ecological measures required through Condition 11</p>

No.	Condition Heading	Condition Wording
	SUPPLEMENTARY EVIDENCE	of this decision notice. The supplementary surveys shall be of an appropriate type for the above habitats and/or species and survey methods shall follow national good practice guidelines.
16	DETAILS OF REFUSE AND RECYCLING BIN STORAGE	<p>Before the development is commenced (Phase 2, as set out in Condition 1 of Outline Planning Permission ref 1969/10) details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.</p>
17	BIRD MANAGEMENT PLAN	<p>No development shall commence (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until a Bird Management Plan, prepared with regard for and in response to the comments of the Ministry of Defence (submitted in response to application consultation and dated 13th December 2016) has been submitted to and approved in writing by the LPA.</p> <p>The agreed Bird Management Plan shall be implemented prior to the completion of Phase 1 and adhered to during the construction and operation of the development for as long as the military aerodrome known as 'Wattisham Station'/'Royal Air Force Station Wattisham' remains operational.</p>
18	FURTHER DETAILED LANDSCAPING SCHEME	<p>No development shall commence within any phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until a detailed scheme of hard and soft landscaping that accurately identifies the proposed species, quantity, location and sizes of all planting, as well as details of all surface treatments, landscape furniture and boundary treatments, has been submitted to and approved in writing by the LPA.</p> <p>The development and landscaping shall be carried out in accordance with the approved details.</p>
19	POST-INVESTIGATION ARCHAEOLOGICAL ASSESSMENT	No building/facility shall be occupied/brought into use within an approved phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until the site investigation and post investigation assessment has been completed for that phase and has been submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 2 of this decision notice and the provision made for analysis, publication and dissemination of results and archive deposition.
20	WASTE MANAGEMENT STRATEGY	The development shall not operate until a Waste Management Strategy has been submitted to and approved in writing by the LPA.

No.	Condition Heading	Condition Wording
		<p>The Strategy will specify the waste management infrastructure of the development and include details of how waste will be collected, managed and disposed of, with provision for ongoing monitoring and maintenance of the strategy.</p> <p>The development shall comply and operate at all times with the approved strategy.</p>
21	LIGHTING DESIGN SCHEME	<p>Prior to the installation of any external lighting, a lighting design scheme to mitigate detrimental effects in relation biodiversity, amenity and dark skies shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not adversely disturb or prevent bats using their territory. The scheme should also set out hours of operation (of lighting) and maintenance requirements and plans.</p> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.</p>
22	25 YEAR LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN (LEMP)	<p>A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to occupation of the development. The content of the LEMP shall include the following: a) Description and evaluation of features to be managed. b) Ecological trends and constraints on site that might influence management. c) Aims and objectives of management. d) Appropriate management options for achieving aims and objectives. e) Prescriptions for management actions. f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period). g) Details of the body or organization responsible for implementation of the plan. h) Ongoing monitoring and remedial measures. The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.</p>
23	BIODIVERSITY MONITORING STRATEGY	<p>Prior to occupation, a biodiversity monitoring strategy shall be submitted to, and approved in writing by the local planning authority. The purpose of the strategy shall be to provide ongoing ecological monitoring to inform the management of the site. The content of the Strategy shall include the following.</p>

No.	Condition Heading	Condition Wording
		<p>a) Aims and objectives of monitoring to match the stated purpose.</p> <p>b) Identification of adequate baseline conditions prior to the start of development.</p> <p>c) Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged.</p> <p>d) Methods for data gathering and analysis.</p> <p>e) Location of monitoring.</p> <p>f) Timing and duration of monitoring.</p> <p>g) Responsible persons and lines of communication.</p> <p>h) Review, and where appropriate, publication of results and outcomes.</p> <p>A report describing the results of monitoring shall be submitted to the local planning authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the local planning authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The monitoring strategy will be implemented in accordance with the approved details.</p>
24	EMERGENCY ACCESS DETAILS / CONSTRUCTION	<p>Prior to commencement of the development (Phase 2 as set out in Condition 1 of Outline Planning Permission ref 1969/10), the emergency access to the site, in the vicinity of the proposed site access junction, shall be laid out and completed in all respects in accordance with details that will have previously been agreed by the Local Planning Authority and Suffolk County Council.</p> <p>Thereafter the emergency access shall be retained in the specified form.</p>
25	EMERGENCY ACCESS STRATEGY (AIR)	<p>The development shall not be occupied until a strategy for emergency access to the site by air ambulance has been submitted to and approved in writing by the LPA.</p> <p>The development shall thereafter operate in accordance with the approved strategy.</p>
26	CONSTRUCTION OF TOUCAN CROSSING AND VEHICULAR ACCESS FROM ROUNDABOUT JUNCTION	<p>No construction works (associated with Phases 2 – 8, as set out in Condition 1 of Outline Planning Permission ref 1969/10) shall commence until the new vehicular access roundabout junction and Toucan Crossing has been laid out and completed in all respects, generally in accordance with Motion Drawing 160702-06 Rev. A and been made available for use and in accordance with any agreements with the highway authority pursuant to the Highways Act 1980.</p> <p>Thereafter the access shall be retained in the specified form.</p>

No.	Condition Heading	Condition Wording
27	LANDSCAPE MANAGEMENT PLAN (LMP)	<p>No development shall take place within any phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until a Landscape Management Plan (LMP) for the whole of that phase has been submitted to and approved in writing by the local planning authority.</p> <p>The content of the LMP shall include details of all landscaping proposed and agreed as part of condition 18 of this decision notice, as well as the community woodland, and details for their ongoing management (to include a plan specifying the extent, timing and frequency of grass cutting, shrub pruning and tree and hedgerow maintenance etc.) and phasing and timing of delivery of the LMP.</p> <p>The delivery of the development shall at all times accord with the approved LMPs.</p>
28	TOURISM SIGNAGE DETAILS	<p>The site shall not open to the public until a scheme of Tourist Signing on the A12 and A14 Trunk Roads and local roads leading to the site have all been completed in accordance with the details previously submitted to and approved in writing by the local Planning Authority in consultation with Suffolk County Council and Highways England.</p>
29	B1113 PEDESTRIAN CROSSING IMPROVEMENTS	<p>The site shall not open to the public until a pedestrian improvement scheme on the B1113 Bramford Road (Generally as shown on Motion Drawing 160702-15) has been completed in accordance with the details with that shall previously have been submitted to and approved in writing by the Local Planning Authority in consultation with Suffolk County Council and in accordance with any agreements with the highway authority pursuant to the Highways Act 1980.</p>
30	STOWMARKET STATION IMPROVEMENT WORKS	<p>The development shall not open until pedestrian accessibility and safety improvement works at Stowmarket Station have been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority in consultation with Suffolk County Council</p>
31	APPROVED PLANS	<p>Save for variance necessitated by compliance with conditions imposed upon this decision notice or the outline planning permission reference 1969/10, the development shall be carried out in accordance with the following approved plans/drawings schedule:</p> <p>DAS SnOasis Phase 1 DAS SnOasis Phase 2 DAS SnOasis Phase 3 DAS SnOasis Phase 4 DAS SnOasis Phase 5</p>

No.	Condition Heading	Condition Wording
		DAS SnOasis Phase 6
		DAS SnOasis Phase 7
		DAS SnOasis Phase 8
		-
		2100 P2-PROPOSED EDUCATION CENTRE-LEVEL 01 & ROOF LEVEL-BLOCK PLANS Rev P03
		2101 P2-PROPOSED ENERGY CENTRE-LEVEL 01 & ROOF LEVEL-BLOCK PLANS Rev P03
		2300 P2-PROPOSED EDUCATION CENTRE-LEVEL 01 & ROOF LEVEL- GA PLANS Rev P04
		2301 P2-PROPOSED ENERGY CENTRE - LEVEL 01 - GA PLAN Rev P04
		2302 P2-PROPOSED ENERGY CENTRE - ROOF LEVEL- GA PLAN Rev P03
		-
		3100 P3-LEVEL 00-BLOCK PLAN 1 OF 2 P05
		3101 P3-LEVEL 00-BLOCK PLAN 2 OF 2 P05
		3110 P3-LEVEL 01-BLOCK PLAN 1 OF 2 P05
		3111 P3-LEVEL 01-BLOCK PLAN 2 OF 2 P04
		3120 P3-LEVEL 02-BLOCK PLAN 1 OF 2 P05
		3121 P3-LEVEL 02-BLOCK PLAN 2 OF 2 P05
		3130 P3-LEVEL 03-BLOCK PLAN 1 OF 2 P05
		3131 P3-LEVEL 03-BLOCK PLAN 2 OF 2 P05
		3140 P3-ROOF LEVEL-BLOCK PLAN 1 OF 2 P05
		3141 P3-ROOF LEVEL-BLOCK PLAN 2 OF 2 P05
		3300 PHASE 3- PROPOSED SKI CENTRE-LEVEL 00-GA PLAN 1 OF 3 P03
		3301 PHASE 3- PROPOSED SKI CENTRE-LEVEL 00-GA PLAN 2 OF 3 P03
		3302 PHASE 3- PROPOSED SKI CENTRE-LEVEL 00-GA PLAN 3 OF 3 P04
		3310 PHASE 3- PROPOSED SKI CENTRE-LEVEL 01-GA PLAN 1 OF 3 P04
		3311 PHASE 3- PROPOSED SKI CENTRE-LEVEL 01-GA PLAN 2 OF 3 P04
		3312 PHASE 3- PROPOSED SKI CENTRE-LEVEL 01-GA PLAN 3 OF 3 P04
		3320 PHASE 3- PROPOSED SKI CENTRE-LEVEL 02-GA PLAN 1 OF 3 P04
		3321 PHASE 3- PROPOSED SKI CENTRE-LEVEL 02-GA PLAN 2 OF 3 P04
		3322 PHASE 3- PROPOSED SKI CENTRE-LEVEL 02-GA PLAN 3 OF 3 P03
		3330 PHASE 3- PROPOSED SKI CENTRE-LEVEL 03-GA PLAN 1 OF 3 P03
		3331 PHASE 3- PROPOSED SKI CENTRE-LEVEL 03-GA PLAN 2 OF 3 P03
		3332 PHASE 3- PROPOSED SKI CENTRE-LEVEL 03-GA PLAN 3 OF 3 P03
		3340 PHASE 3- PROPOSED SKI CENTRE-ROOF LEVEL-GA PLAN 1 OF 3 P04
		3341 PHASE 3- PROPOSED SKI CENTRE-ROOF LEVEL-GA PLAN 2 OF 3 P04

No.	Condition Heading	Condition Wording
		3342 PHASE 3- PROPOSED SKI CENTRE-ROOF LEVEL-GA PLAN 3 OF 3 P03
		3350 PHASE 3-PROPOSED DAY VISITOR-MULTI STOREY CAR PARK-LEVEL 01 P02
		3351 PHASE 3-PROPOSED DAY VISITOR-MULTI STOREY CAR PARK-LEVEL 02 P02
		3352 PHASE 3-PROPOSED DAY VISITOR-MULTI STOREY CAR PARK-ROOF LVL P01
		-
		4100 PHASE 4-LEVEL 00-BLOCK PLAN P04
		4110 PHASE 4-LEVEL 01-BLOCK PLAN P04
		4120 PHASE 4-LEVEL 02-BLOCK PLAN P04
		4130 PHASE 4-ROOF LEVEL-BLOCK PLAN P04
		4300 PHASE 4-PROPOSED ENTERTAINMENT DOME-LEVEL 00 & 01-GA PLAN P03
		4310 PHASE 4-PROPOSED ENTERTAINMENT DOME-LEVEL 02 & ROOF LEVEL-GA PLAN P03
		-
		5100 PHASE 5-LEVEL 00-BLOCK PLAN P04
		5101 PHASE 5-LEVEL 01-BLOCK PLAN P04
		5102 PHASE 5-LEVEL 02-BLOCK PLAN P04
		5103 PHASE 5-LEVEL 03-BLOCK PLAN P04
		5104 PHASE 5-LEVEL 04-BLOCK PLAN P04
		5105 PHASE 5-LEVEL 05-BLOCK PLAN P04
		5106 PHASE 5-LEVEL ROOF-BLOCK PLAN P04
		5300 PHASE 5-PROPOSED HOTEL-LEVEL 00-GA PLAN P04
		5301 PHASE 5-PROPOSED HOTEL-LEVEL 01-GA PLAN P04
		5302 PHASE 5-PROPOSED HOTEL-LEVEL 02-GA PLAN P05
		5303 PHASE 5-PROPOSED HOTEL-LEVEL 03-GA PLAN P05
		5304 PHASE 5-PROPOSED HOTEL-LEVEL 04-GA PLAN P05
		5305 PHASE 5-PROPOSED HOTEL-LEVEL 05-GA PLAN P05
		5306 PHASE 5-PROPOSED HOTEL-ROOF LEVEL- GA PLAN P05
		5310 PHASE 5-PROPOSED VILLAGE APARTMENTS-LEVEL 01 & 02-GA PLAN P04
		5311 PHASE 5-PROPOSED VILLAGE APARTMENTS-LEVEL 03 & ROOF-GA PLAN P04
		5320 PHASE 5-PROPOSED VILLAGE CENTRE-LEVEL 01-GA PLAN P04
		5321 PHASE 5-PROPOSED VILLAGE CENTRE-LEVEL 02-GA PLAN P04
		5322 PHASE 5-PROPOSED VILLAGE CENTRE-ROOF LEVEL -GA PLAN P04
		5330 PHASE 5-PROPOSED CONVENIENCE STORE-LEVEL 01 & ROOF LEVEL P04
		5350 PHASE 5-PROPOSED PAVILION APARTMENTS-LEVEL 01, 02 & ROOF LEVEL-GA PLAN P05
		-

No.	Condition Heading	Condition Wording
		6100 PHASE 6-LEVEL -01 BLOCK PLAN P05 6110 PHASE 6-LEVEL 00 BLOCK PLAN P04 6120 PHASE 6-LEVEL 01 BLOCK PLAN P04 6130 PHASE 6-LEVEL 02 BLOCK PLAN 1 P05 6140 PHASE 6-ROOF LEVEL BLOCK PLAN P04 6300 PHASE 6-PROPOSED BASEMENT CARPARKING-LEVEL -01-SHEET 1 OF 2 P03 6301 PHASE 6-PROPOSED BASEMENT CARPARKING-LEVEL -01-SHEET 2 OF 2 P03 6302 PHASE 6-PROPOSED BASEMENT CARPARKING-LEVEL 00-SHEET 1 OF 2 P03 6303 PHASE 6-PROPOSED BASEMENT CARPARKING-LEVEL 00-SHEET 2 OF 2 P03 6310 PHASE 6 - PROPOSED SPEED SKATING TRACK-LEVEL01-SHT 1 OF 2 P03 6311 PHASE 6 - PROPOSED SPEED SKATING TRACK-LEVEL01-SHT 2 OF 2 P03 6320 P6-TYPICAL HOSTEL-LEVEL 01 & ROOF LEVEL GA PLANS P03 6330 P6-PROPOSED SPORTS CENTRE-LEVEL 01-GA PLAN P03 6331 PHASE 6-SPORTS CENTRE-LEVEL 02-GA PLAN P03 6332 PHASE 6-SPORTS CENTRE-ROOF LEVEL-GA PLAN P03 - 7100 PHASE 7-LEVEL 00-BLOCK PLAN P04 7110 PHASE 7-LEVEL 01-BLOCK PLAN P04 7120 PHASE 7-ROOF LEVEL-BLOCK PLAN P04 7300 PHASE 7-PROPOSED ACADEMY DOME-LEVEL 00 & 01-GA PLAN P03 7310 PHASE 7-PROPOSED ACADEMY DOME-ROOF LEVEL-GA PLAN P03 - 8120 PHASE 8-LEVEL 01-BLOCK PLAN-1 OF 2 P08 8121 PHASE 8-LEVEL 01-BLOCK PLAN-2 OF 2 8 P09 8130 PHASE 8-ROOF LEVEL-BLOCK PLAN-1 OF 2 P08 8131 PHASE 8-ROOF LEVEL-BLOCK PLAN-2 OF 2 P09 8360 PHASE 8- TYPICAL CHALET PLANS P07 8361 PHASE 8-COUNTRY CLUB PLANS P05 - 0039 Red Line Plan P01 0040 Development Area Boundaries Site Plan P08 0041 GA Site Phasing Plan P06 0042 Level 00 Site Plan P05 0043 Level 01 Site Plan P07

No.	Condition Heading	Condition Wording
		0044 Level 02 Site Plan P06 0045 Roof Level Site Plan P06 0046 Key Plan Site Sections P06 0047 PROPOSED GROUND FLOOR LEVELS SITE PLAN AT PERIMETER P10 0048 EXISTING SITE TOPOGRAPHY - SITE SURVEY - SEPT 2011 P02 0049 PROPOSED GROUND FLOOR LEVELS AT BUILDING PERIMETER P06
32	APPROVED LANDSCAPING DETAILS	<p>The planting of landscaping shall be implemented in accordance with the approved details and plans within the first planting season (October - March inclusive) following the commencement of development for each relevant phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10).</p> <p>Any trees, hedges, shrubs or turf identified within the approved drawings (both proposed planting and existing) which die, are removed, seriously damaged or seriously diseased, within a period of 10 years of being planted or in the case of existing planting within a period of 5 years from the commencement of development of that phase, shall be replaced in the next planting season with others of similar size and species.</p>
33	PILING	<p>Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given where it has been demonstrated that there is no resultant unacceptable risk to groundwater or the physical integrity of heritage assets within the vicinity. The development shall be carried out in accordance with the approved details.</p>
34	GEOLOGICAL MONITORING AND MANAGEMENT PLAN	<p>The development shall be constructed and operated in accordance with the Great Blakenham Pit SSSI Geological Monitoring and Management Plan (GMMP) dated 27th November 2017 and prepared by RSKW, submitted to the LPA January 2018.</p>
35	CYCLEWAY IMPROVEMENTS	<p>The site shall not be open to the public until the proposed cycle route improvements from the site access to Ipswich, via Claydon / NCR51, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority in consultation with Suffolk County Council.</p>
36	SKI SLOPE APERTURE: BRIS SOLEILS CONTROL AND GLAZING/LIGHTING STRATEGY	<p>No development shall commence within the Ski Dome phase (Phase 3 - as set out in Condition 1 of Outline Planning Permission ref 1969/10) until a strategy for the ongoing management, operation, and maintenance of the motorised 'bris soleils' panels and precise details of the glazing to be used (both as identifiable on approved drawing no. AL(05)3#00P05) for the upper ski slope aperture have been submitted to and approved by the LPA.</p>

No.	Condition Heading	Condition Wording
		<p>The submitted strategy and details will demonstrate how internal illumination will be unseen externally between sunset and sunrise each day.</p> <p>The Ski Dome phase will be constructed in accordance with the approved details/strategy and the development operated in accordance with the approved strategy thereafter.</p>
37	ENVIRONMENTAL MANAGEMENT PLAN (EMP)	<p>No development (as set out in Condition 1 of Outline Planning Permission ref 1969/10) shall take place until an Environmental Management Plan (EMP), covering the construction, operation and decommissioning phases of development, has been submitted to and approved in writing by the local planning authority. The EMP shall be in accordance with the measures outlined in Chapters 5-17 of the May 2017 Environmental Statement. The EMP shall be carried out as approved. A monitoring report setting out progress on the measures set out in the Environmental Management Plan shall be submitted annually to the local planning authority until the condition is fully discharged.</p>
38	ECOLOGICAL MITIGATION AND MANAGEMENT PLAN (EMMP)	<p>Prior to the commencement of any stage of works (as set out in Condition 1 of Outline Planning Permission ref 1969/10) in areas identified within the Ecological Mitigation Management Plan (EMMP) prepared by Peak Ecology and dated December 2017, a final EMMP consistent with the December 2017 document shall be submitted to and approved in writing by the local planning authority. The development shall be implemented, maintained and monitored in accordance with the approved final EMMP.</p> <p>Informed by the results of the monitoring, the EMMP shall be reviewed for a period up to five years by the applicant in consultation with the local planning authority. Any recommendations or modifications to be made to the plan as a result of the review shall be agreed in writing with the local planning authority and implemented as agreed.</p>
39	FENCING DETAILS	<p>Notwithstanding the approved drawings and further hard landscaping details required to be agreed under this decision notice, no development shall commence within any phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until the details of all boundary fencing to be installed within that phase have been submitted to and approved in writing by the LPA in consultation with Suffolk County Council.</p> <p>The submitted details will include the type, material, manufacturer specification, and colour/finish of the fencing and will demonstrate how the proposed details have been informed by a programme of public consultation and engagement and responds to the principles set out within the previously submitted Design and Access Statement for that phase (prepared by Leslie Jones Architecture).</p>

No.	Condition Heading	Condition Wording
		<p>The approved fencing will be fully applied/installed prior to the occupation of that phase and will be retained and maintained thereafter.</p> <p>The proposed fencing shall not be illuminated, nor shall any means of illumination be affixed to the approved fencing.</p>
40	SECURITY AND RESILIENCE STRATEGY	<p>The development shall not operate until a Security and Resilience Strategy has been submitted to and approved in writing by the LPA.</p> <p>The Strategy will include arrangements for the safety and security of people and the environment in and around the site as appropriate, and shall:</p> <ul style="list-style-type: none"> a) risk assess the types of foreseeable accidents and incidents that may affect people and the environment; b) maintain strategies for dealing with these accidents and incidents; c) ensure appropriate personnel are nominated and trained to deal with these accidents and incidents; d) ensure appropriate resources are available to support the response to these accidents and incidents; e) include an 'on-site plan' for responding to foreseeable accidents and incidents and to provide a framework to allow a co-ordinated response to any unforeseen accidents and incidents; f) include measures and arrangements for ensuring that the strategy is maintained and kept up to date; g) include the provision of an emergency management structure with details of its ongoing maintenance. <p>The development shall comply and operate at all times with the approved strategy.</p>
41	SERVICING MANAGEMENT STRATEGY	<p>The development shall not operate until a Servicing Management Strategy has been submitted to and approved in writing by the LPA in consultation with the County Council.</p> <p>The Strategy shall include details of the following:</p> <ul style="list-style-type: none"> a) Clear directions for road traffic access and egress; b) Car parking operations, including employee spaces/permits, charging, time limits, provision of disabled access reserved bays; c) Maintenance of clear passage for pedestrians; d) Points of contact / authority for deliveries; e) Security arrangements for deliveries and collections;

No.	Condition Heading	Condition Wording
		<ul style="list-style-type: none"> f) Specific requirements for food and beverage operators; g) Specific requirements for equipment hire facilities - skis, clothing, etc.; h) Procedure in the event of changes to retail operators; i) Building cleaning and maintenance strategy; j) Control of hazardous materials e.g. refrigerants; k) Landscape/gardens management strategy with details of composting/disposal processes for green waste. <p>The development shall comply and operate at all times with the approved strategy.</p>
42	LOCAL INFORMATION POINTS	<p>The development shall not operate until details of the local information points to be installed within the development have been submitted to and approved in writing by the local planning authority.</p> <p>The local information points shall include display points/information boards and leafleting racks, where information (matters of local interest, tourist facilities and/or events, for example) relating to the county of Suffolk is made available and displayed.</p> <p>The local information points shall be updated, maintained and retained for the lifetime of the development and installed prior to first occupation in accordance with the approved details.</p>
43	WOODLAND AND PLAYING FIELDS ACCESS	<p>No development shall commence within any approved phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until a strategy for providing and maintaining public access to the Playing Fields to the south of the vehicular access to the site, and the Community Woodland at the north-western corner of the site, as indicated on drawing no. AL(02)0041 P06, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and operated, and public access to those areas provided and maintained, in accordance with those approved details.</p>
44	LEGAL AGREEMENT	<p>No development shall commence within any approved phase (as set out in Condition 1 of Outline Planning Permission ref 1969/10) until all parties with any legal or equitable interest in that Phase have been joined as parties to a necessary legal agreement (pursuant to s106 of The Town and Country Planning Act 1990) on the basis of which this permission is granted, and the title to such land shall have been properly adduced to the Local Planning Authority.</p>

APPENDIX C - SnOasis Bus Service Service Level Agreement

INDICATIVE Shuttle Bus Service Level Agreement

1.0 Introduction

1.1 This shuttle bus service level agreement (SLA) has been prepared to set out the anticipated details of future shuttle buses for visitors and staff to operate between:

- ▶ SnOasis and Stowmarket railway station; and
- ▶ SnOasis and Ipswich.

1.2 This document includes information on expected routes for the shuttle bus services; the indicative service start/end times and frequencies; the size of the buses that will be used to operate the shuttle bus services; any charging arrangement of services for passengers; and the timescale for when the shuttle bus services will commence operation.

1.3 This SLA is structured as follows:

Section 2 provides a brief background of the SnOasis development and of the shuttle bus services for visitors and staff;

Section 3 outlines the operating arrangements of the visitor and staff shuttle buses serving Stowmarket railway station and Ipswich;

Section 4 presents the marketing and promotion strategy for the shuttle buses; and

Section 5 sets out a mechanism for commencement, monitoring and review of the services.

2.0 SnOasis

2.1 The SnOasis proposals comprise tourism, sport and leisure facilities including a ski slope, village centre, holiday accommodation, entertainment dome, ancillary restaurants and retail outlets together with other sporting facilities.

2.2 The section 106 agreement associated with the outline planning permission in 2008 (reference: OL/100/04) secured provision of a shuttle bus service between the development and a proposed railway station at Great Blakenham (the SnOasis Shuttle Bus). The service would provide a direct link for visitors and employees, with capacity for at least 12 passengers, and would be available to collect/deliver passengers from/to each stopping train. The commitment within the 2008 section 106 agreement indicated that unless otherwise agreed in writing by the Local Planning Authority, or the County Council, no occupation of any part of the SnOasis development could take place unless and until the railway station had been commissioned and was available for use by the travelling public.

2.3 In the elapse of time since the original SnOasis permission and the submission of reserved matters applications, there has been continued uncertainty over the delivery of the railway station. In November 2014 Network Rail published its Anglia Route Study; this was a consultative document which set out likely infrastructure requirements for passenger and freight train service operation in 2023 and 2043. This study did not include the provision of a new station at Great Blakenham and favoured the introduction of increasing the line speed through the area for London to Norwich trains. It is therefore unlikely that a train station will be provided at Great Blakenham in the foreseeable future.

2.4 Against this background further investigation of possible strategies for transferring visitors from other local rail stations (namely Ipswich and Stowmarket) was explored. Following liaison with Suffolk County Council (SCC), a preferred option to provide a shuttle bus service between SnOasis and Stowmarket railway station was selected in lieu of the original arrangements.

- 2.5 Provision of a further dedicated service for employees was also secured in the original section 106 agreement (the SnOasis Employee Bus Service) as well as a public transport contribution towards a public bus service between the site and Ipswich (SnOasis Public Bus Service).
- 2.6 The arrangements for travel to the site by bus (shuttle or otherwise) have been reviewed in light of the reserved matters application and amended proposals for the SnOasis Shuttle Bus. This SLA has been prepared to set out the anticipated details of the future shuttle bus services.

3.0 Shuttle Bus Operational Arrangements

Route & Journey Time

- 3.1 It is intended that shuttle buses will be provided for visitors and staff to operate between:
 - ▶ SnOasis and Stowmarket railway station; and
 - ▶ SnOasis and Ipswich.
- 3.2 The SnOasis site is located approximately 12 kilometres south of Stowmarket train station, as shown on **Figure 2.1**. It is intended that the shuttle bus would offer a direct dedicated service between SnOasis and Stowmarket railway station via the A14. The indicative route for the service is shown on **Figure 2.2**. An online review of journey times between SnOasis and Stowmarket railway station indicates a typical maximum time of 18 minutes outbound (from SnOasis) and 20 minutes inbound (from Stowmarket station) via the A14 route.
- 3.3 At this stage it is anticipated that the Ipswich service will operate between SnOasis and the Old Cattle Market bus station. However, it may be that alternative termination points in Ipswich are identified in liaison with SCC, closer to implementation/occupation of the development, such as the railway station, or Cardinal Park, for example. The SnOasis site is located approximately 8 kilometres northwest of the Old Cattle Market Bus Station, as shown on **Figure 2.1**. It is intended that the shuttle bus would offer a direct dedicated service between SnOasis and Ipswich bus station via Norwich Road/Bury Road and the A14. The indicative route for the service is shown on **Figure 2.3**. An online review of journey times between SnOasis and Ipswich bus station indicates a typical maximum journey time of 35 minutes in each direction via the indicative route.

Target Audience & Tariff

- 3.4 The objective of the shuttle bus service between SnOasis and Stowmarket railway station is to ensure visitors travelling to SnOasis by train have a seamless link from/to Stowmarket Station. The service is therefore targeted primarily at visitors to the development, although staff working at the complex will also be able to use this service (SnOasis – Stowmarket railway station).
- 3.5 In regard to the Ipswich service, the original section 106 agreement secured provision of an employee shuttle bus service. In addition, a £1.5 million contribution towards a public bus service between the site and Ipswich was secured. The respective target audiences of these services were therefore staff working at the complex and visitors travelling to SnOasis. It is envisaged that a combined service could be provided on this route (SnOasis – Ipswich) to serve both visitors and staff.
- 3.6 It is anticipated that the shuttle services will be run on a not-for-profit or chargeable basis for visitors, and free-of-charge for staff. An assessment of potential fares as well as any arrangements for discounted ticketing, would be completed prior to commencement of the services in liaison with SCC to ensure arrangements seek to contribute towards the objectives of the Travel Plan.

Indicative Timetable

- 3.7 It is intended that shuttle buses will operate approximately an hourly service on both routes seven days a week, including public holidays.

- 3.8 At this stage the exact opening and closing times of the facilities that would be used by day visitors are not yet known. However, other tourism/sport/leisure based facilities typically operate between 09:00 and 22:00, which is considered to be representative of the likely hours of operation of the SnOasis resort. It is considered the indicative shuttle bus timetables will take account of likely opening hours.
- 3.9 In this regard, it is reasonable to assume staff will be on site up to one hour either side of potential operational hours (i.e. between 08:00 and 23:00), although it is acknowledged that shift patterns are yet to be determined and that working patterns are likely to vary based on roles within the resort. It is considered that visitors would arrive/depart the site closer to operational times.
- 3.10 It is therefore intended that shuttle services will be timetabled to consider the following:
- ▶ Staff shift patterns (for the Ipswich shuttle service);
 - ▶ Maximum journey times;
 - ▶ Train arrival/departure times of trains from London Liverpool Street (for the Stowmarket railway station shuttle service); and
 - ▶ Passenger (visitor and staff) demand.
- 3.11 Based on indicative maximum journey times, it is envisaged that the round trip for each shuttle service (SnOasis – Stowmarket railway station – SnOasis, or SnOasis – Ipswich – SnOasis) would be approximately 90 minutes and would require approximately 2 shuttle buses on each route to ensure that an hourly frequency is achieved. Such an arrangement would provide approximately 20-30 minutes layover at SnOasis at the end of each round trip. This will allow passengers to disembark, for driver rest breaks, for driver shift change overs to occur and to allow some tolerance for traffic or train delays, for example.

Vehicle Size

- 3.12 The original section 106 agreement indicated the SnOasis Shuttle Bus (previously planned to serve a new railway station at Great Blakenham) to provide for at least 12 seat capacity, or larger as demand requires.
- 3.13 It is intended that a vehicle with seating capacity for up to 33 passengers (excluding the driver) is used for the shuttle buses serving Stowmarket railway station and Ipswich. This will be operated at a suitable frequency to cater for anticipated demand.
- 3.14 Visitors to SnOasis could be travelling with bulky clothing and equipment, and this will also be taken into account in determining vehicle size/specification.

Specification & On-Board Facilities

- 3.15 It is intended that shuttle buses operating on the route will be fully accessible. It is envisaged the shuttle buses will offer a premium transport alternative and include facilities such as WiFi, air conditioning, USB charging points, seat belts, journey time/stop display and refreshments, for example.

Pick-Up and Waiting Areas

- 3.16 A dedicated bus pick-up area will be provided within the SnOasis site that will be accessible to all users. The pick-up and drop-off area will be located in proximity to the visitor arrival/departure areas/main entrance to the complex and will be clearly sign posted within the resort. The pick-up and drop-off area will be provided with seating and will be a secure covered area. It is intended that a countdown facility will be provided in the waiting area and at appropriate locations throughout the complex to inform visitors and staff when the next shuttle bus services are scheduled to leave for Stowmarket railway station/Ipswich.

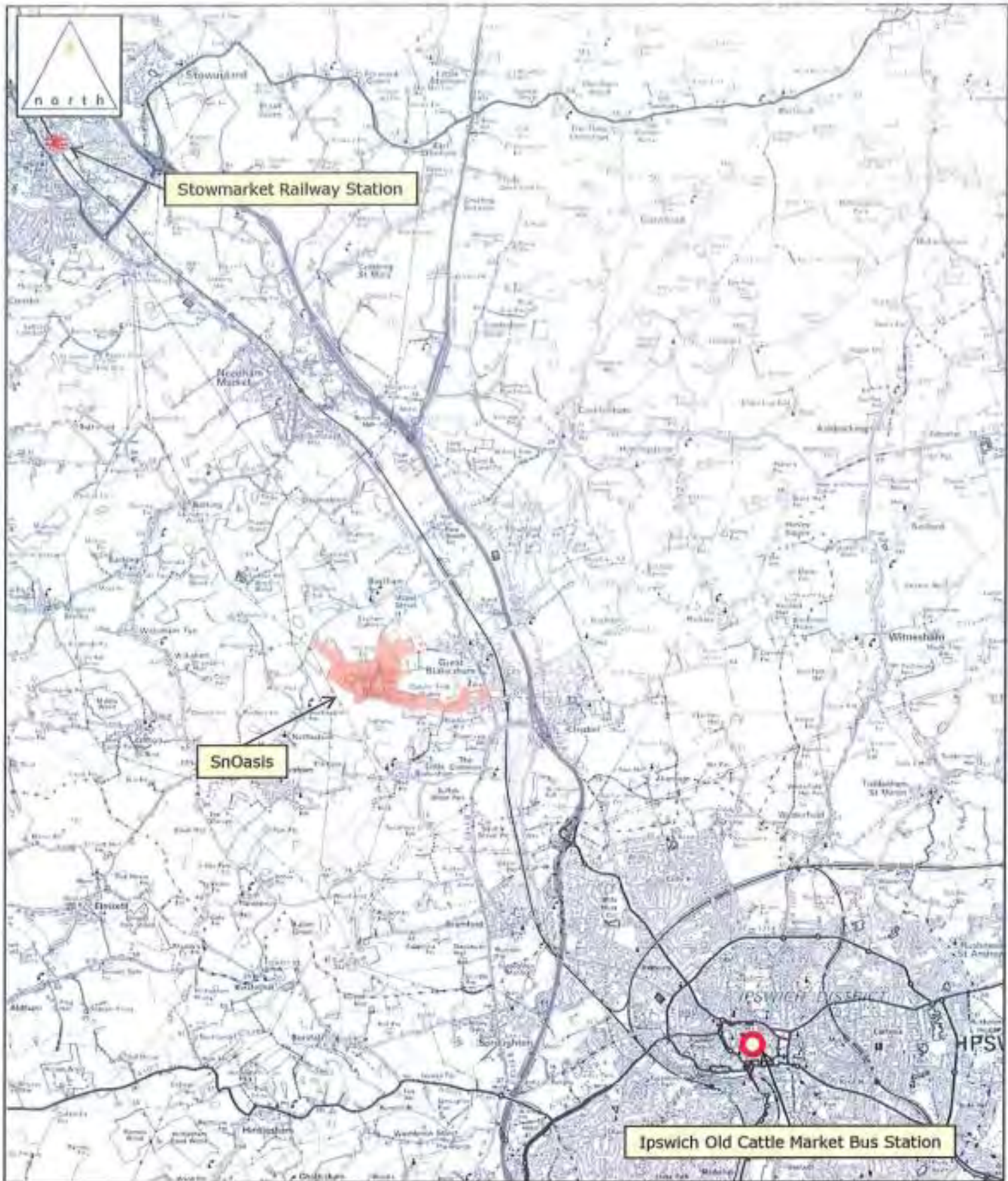
- 3.17 At Stowmarket station it would be most appropriate for the shuttle bus to pick up from the area already served by regular bus services in the station forecourt area as shown in **Figure 2.2**. Swept path analysis in **Appendix A** demonstrates the ability of a 12-metre long bus (larger than that anticipated to be used for the shuttle service) to use the existing station forecourt. Facilities are available within the station, including a covered waiting area. The branded shuttle vehicle would be expected to meet people on arrival. However, it is intended that a number of enhancements to facilities at the station (e.g. raised kerbs for disabled access to buses and wayfinding/signage) will be secured by planning condition.
- 3.18 At this stage it is anticipated that the Ipswich service will operate between SnOasis and the Old Cattle Market bus station. However, it may be that alternative termination points in Ipswich are identified in liaison with SCC, closer to implementation/occupation of the development, such as the railway station, or Cardinal Park, for example. At the Old Cattle Market bus station, it is anticipated that the shuttle bus will pick up from an existing stop within the station on Turret Lane. There is adequate space within the station for buses to turn to exit in a forward gear. The existing bus stops within the station benefit from sheltered waiting areas and seating.

4.0 Marketing and Promotion

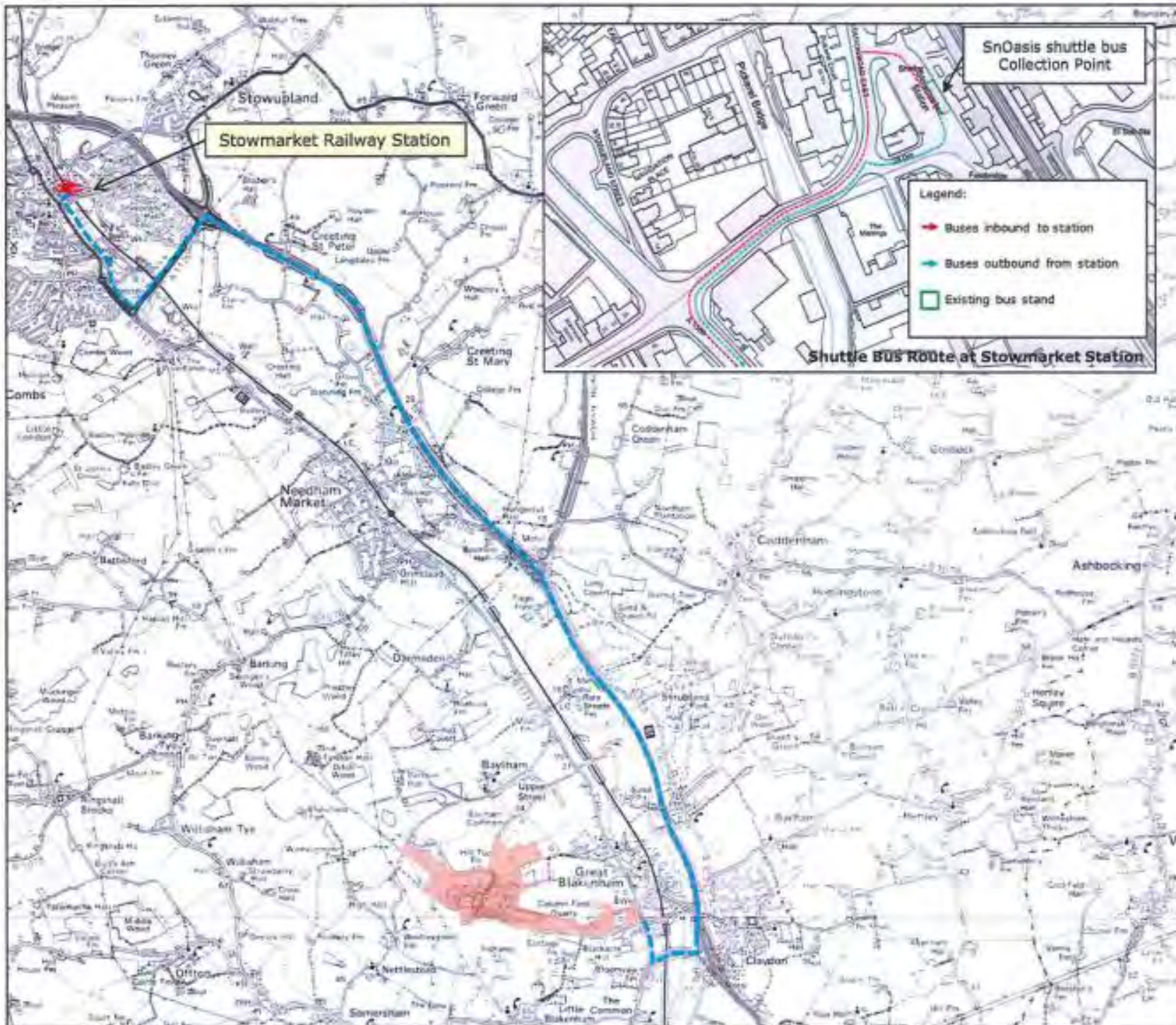
- 4.1 The branding and marketing strategy of the shuttle bus services will be a critical component in the success of the project in order to build a distinct brand identity for the services and SnOasis. It is therefore intended that the shuttle buses running to and from the site would be detailed in appropriate brand livery and would utilise vehicles that would be seen as a premium transport alternative.
- 4.2 At the time of booking to use any of the leisure facilities at the site, it is anticipated that details of the shuttle bus service from/to Stowmarket Station, inclusive of connecting train times, will be advertised to visitors. Information of the Ipswich shuttle service will also be provided to visitors at the time of booking. The shuttle service information will further be available on noticeboards within staff areas of the complex and provided within employee travel packs. Information can also be provided on the main website.

5.0 Service Commencement, Monitoring and Review

- 5.1 It is anticipated that whilst agreement may be reached on the content of this SLA, a further review will be undertaken prior to SnOasis becoming operational. This will allow for a more accurate assessment based on actual hours of operations, current train timetables, shift patterns and updated demand for shuttle bus usage, for example. A suitable timetable (inclusive of appropriate layover and waiting time) would then be agreed once there is more certainty over the opening date and operational arrangements of SnOasis.
- 5.2 At this stage, it is anticipated that the shuttle services outlined within this SLA will be delivered by direct dedicated shuttle buses for staff and visitors of the SnOasis resort. However, should opportunities arise to coordinate the Ipswich service with other public and/or private (employee) services, that would achieve the core timetable requirements of the service outlined in this SLA, these could be explored.
- 5.3 Following commencement of the shuttle bus services, it is intended that the service timetables will be subject to regular review to ensure that appropriate waiting time, journey time allowance and set down for each journey is provided. Patronage of the services will be monitored, and operation of the services would also be regularly reviewed with SCC to ensure they continue to meet service requirements. Alterations to the services may include adjustments to timetables, vehicle type etc. At this time, it is envisaged that shuttle bus services will be monitored and reviewed through the annual Travel Plan monitoring/review process. A relevant contact at SnOasis and SCC will be established as part of this process.
- 5.4 It is intended that the shuttle bus services will run for the duration that the site is in operation and for a minimum of 5 years from the date of occupation of the development, provided there is sufficient demand.



SnOasis, Great Blakenham
Figure 2.1: Stowmarket Railway Station & Ipswich Old Cattle Market Bus Station
Not to Scale



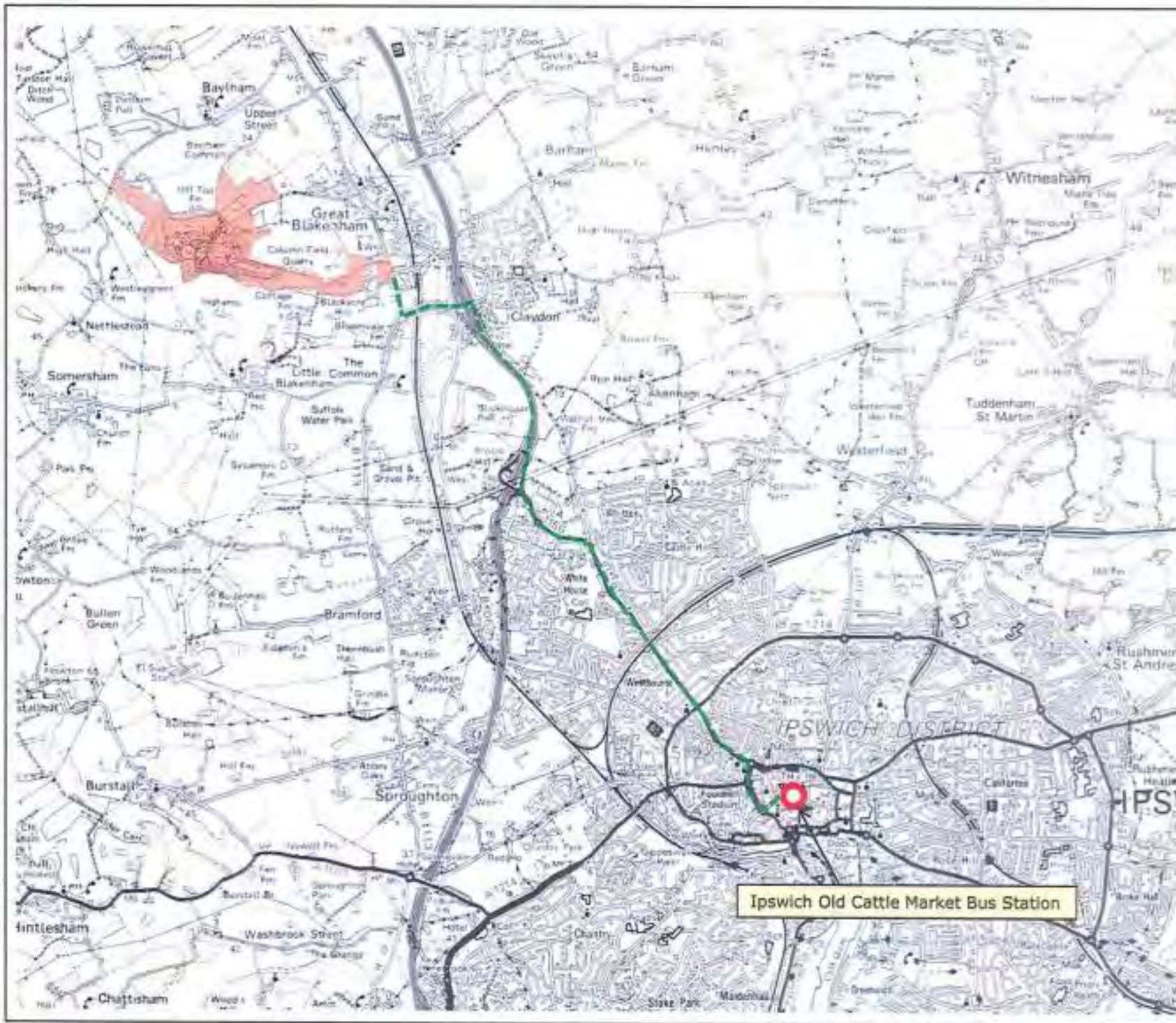
Legend:
 — Indicative Shuttle Bus Route
 SnOasis




Legend:
 → Buses inbound to station
 → Buses outbound from station
 Existing bus stand

Shuttle BUS ROUTE at Stowmarket Station

SnOasis, Great Blakenham,
 Suffolk
Figure 2.2:
Indicative Shuttle Bus Route
SnOasis – Stowmarket
Railway Station
 Not to Scale



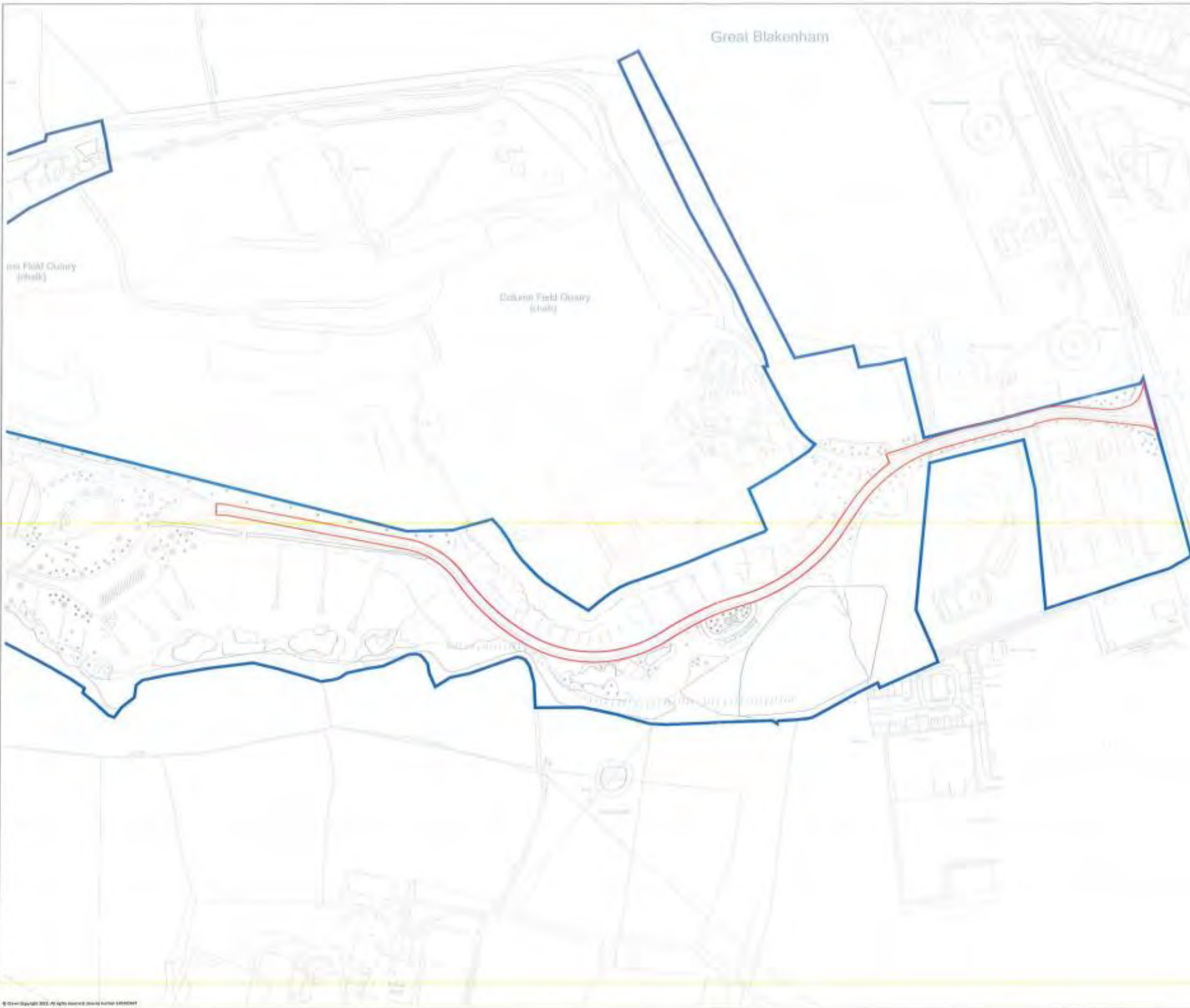


Legend:
 Indicative Shuttle Bus
 Route
 SnOasis

SnOasis, Great Blakenham,
 Suffolk
Figure 2.3:
Indicative Shuttle Bus
SnOasis – Ipswich Old Cattle
Market Bus Station
 Not to Scale



APPENDIX D - Plans



Legend:
 Site Boundary
 Access Road Extends

motion

March 2016
 0074
 1.048730.00

 Copyright
 2016
 1.011902.014

Project: **Snash, Great Blakenham**
 Rev: **Plan 1 Access Road**
 Date: **04/01/16**
 Project: **160702-16**

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- Legend
- Proposed
 - Existing
 - ...



DATE: 12/12/2012

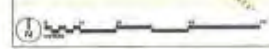
PROJECT: PLANNING

CLIENT: BMD

PROJECT NO: SNOASIS

SCALE: 1:500

Drawn	Checked	Approved	Date

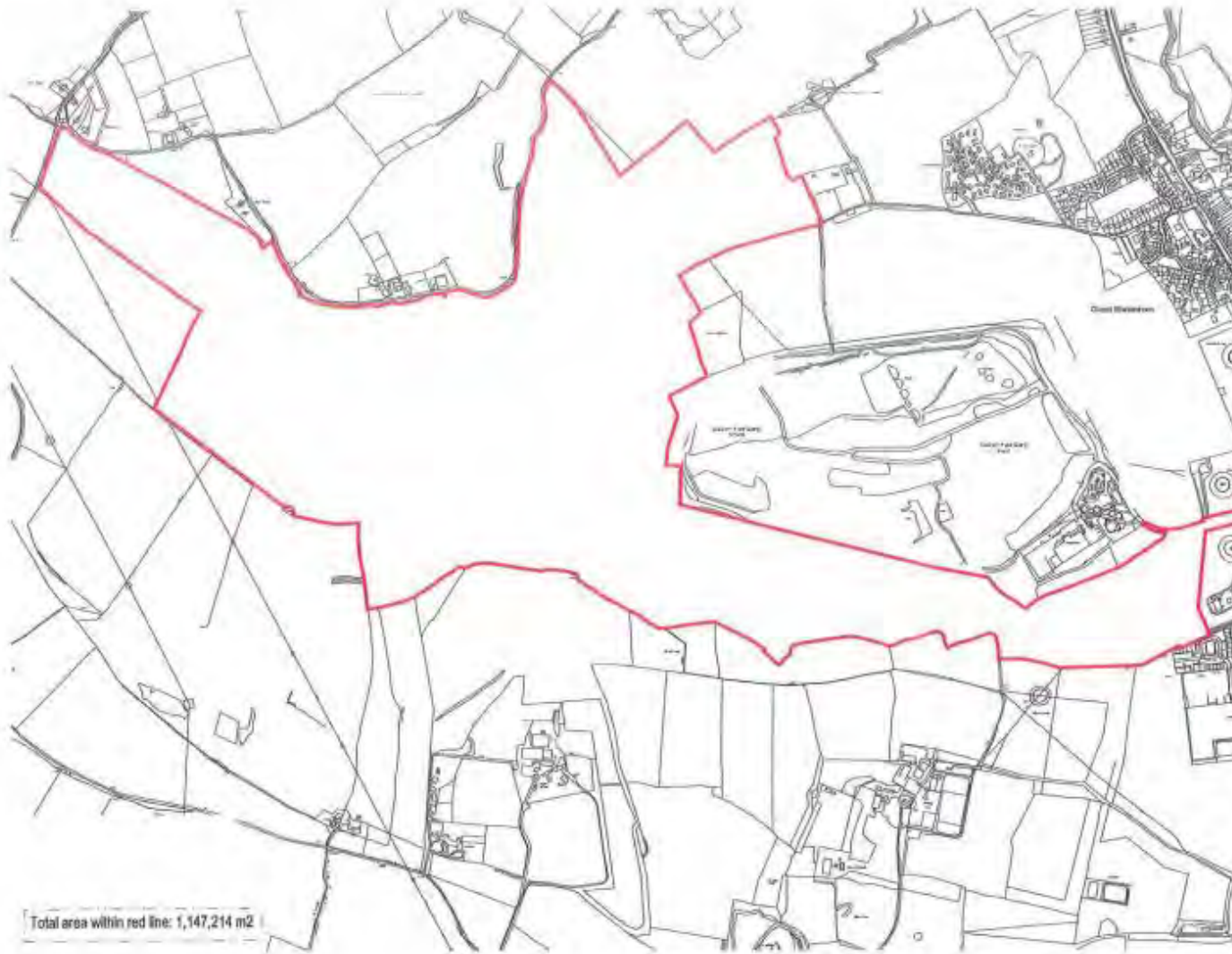


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Note:

This drawing is a revision to the original "Red Line Plan" CAD drawing file produced by Leslie Jones Architecture "3634-AL (02) 0039 P01".

The Red Line shown in this drawing reflects the revisions to the Title Plan based on the Sketch "Snoasis Sec 106 Title Plan Review Original and New" over the above LJA's drawing.



Rev	Date	Check	Description
-	06/04/2020	CH	FIRST ISSUE

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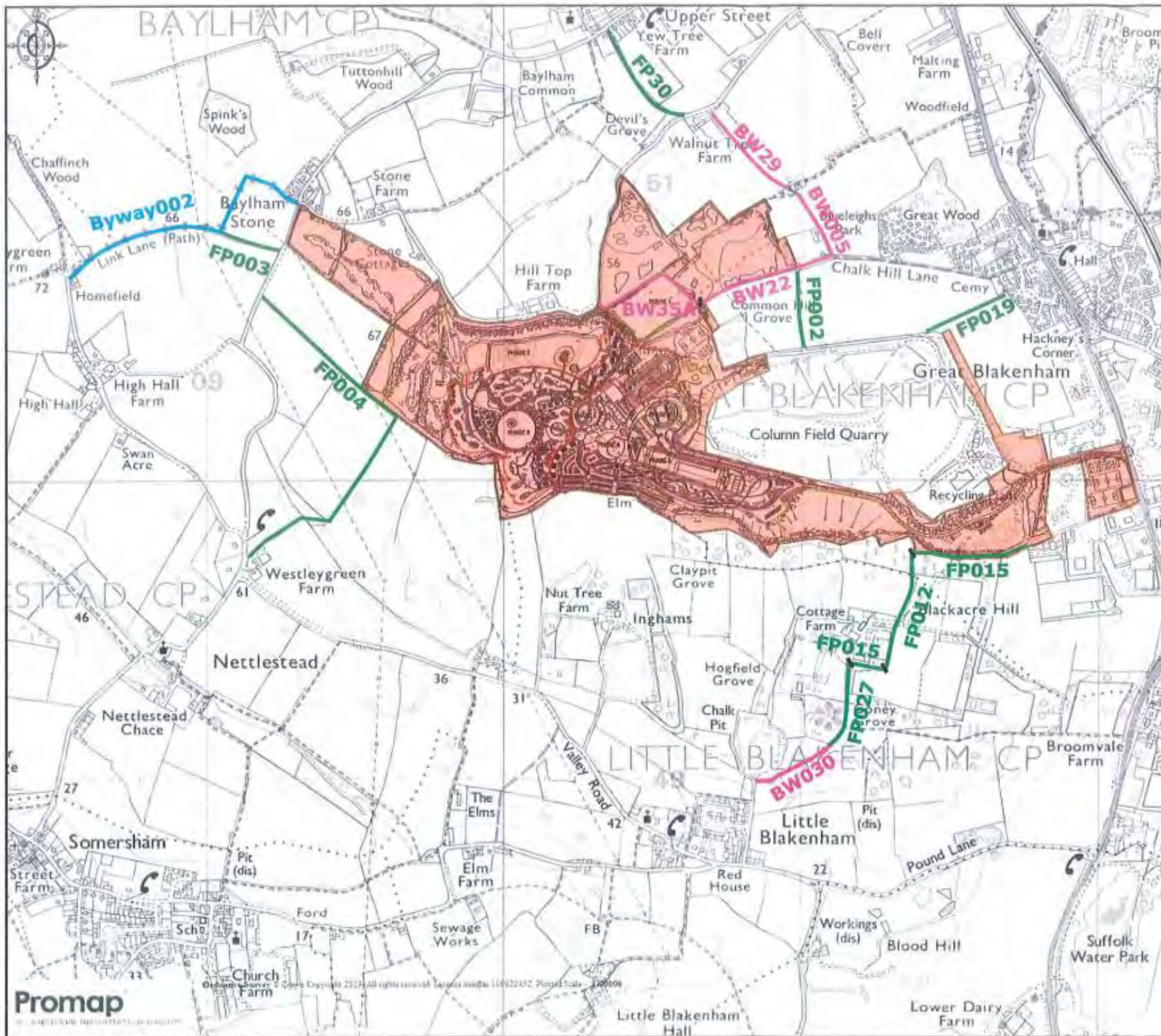
Project
**Snoasis
Great Blakenham
Mason Quarry Investments**

Title
Red Line Plan

Status
Legal Scale at A1
1:15,000

Job No	Zone	Sheet No	Rev
4497		LG-90-001	-

ISO 14001 : 2004 ISO 9001 : 2008 RIBA Chartered Practice
Please consider the environment before printing this document
Refer to dimensions where provided - do not scale from this drawing



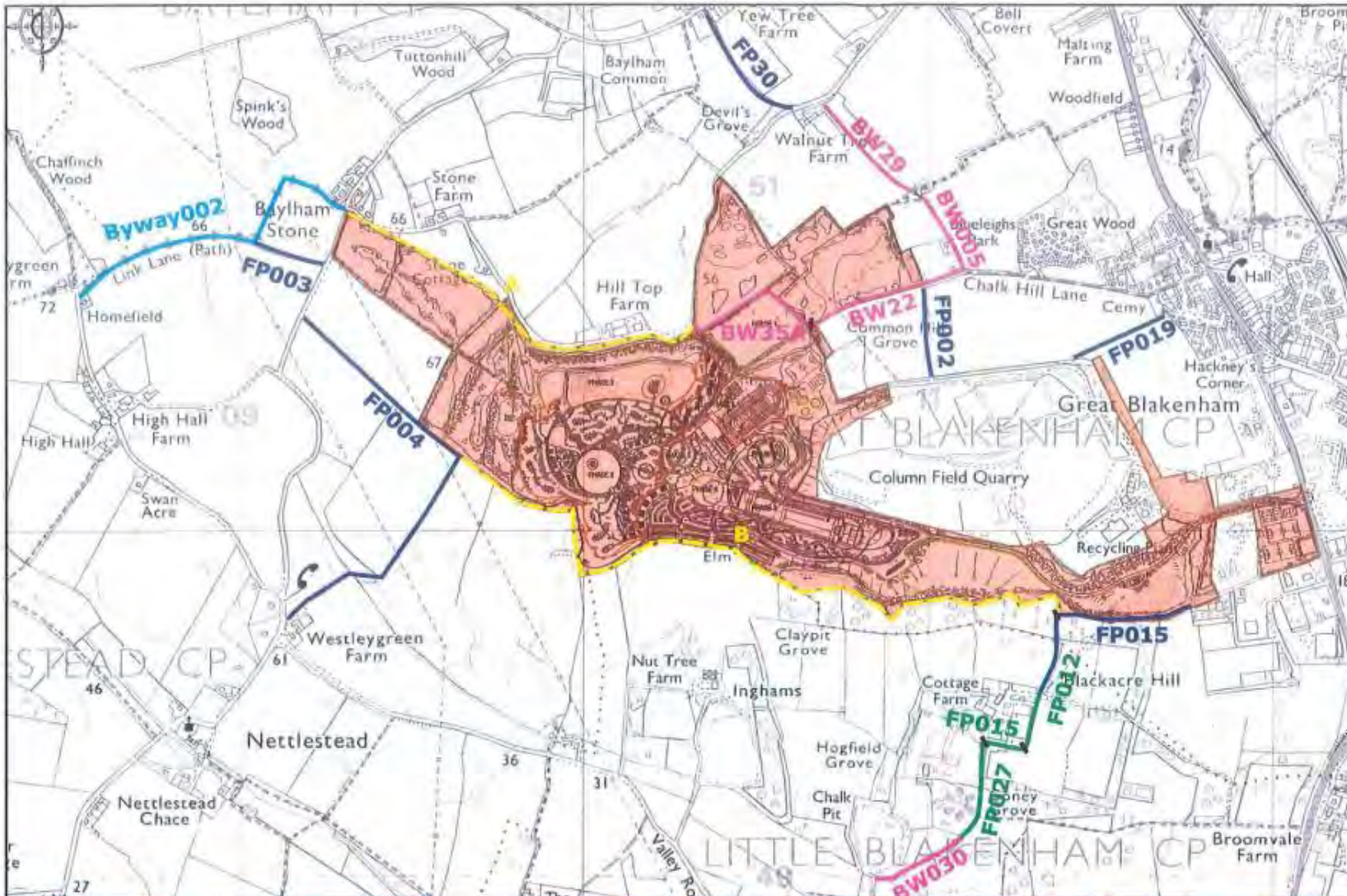
Legend

- Footpath
- Bridleway
- Byway Open to All Traffic



84 North Street, Guildford, GU1 4NU
 T: 01483 531 300
 www.motion.co.uk

Project: SnOasis, Great Blakenham	
Title: Existing Rights of Way Network	
Figure: Figure 1.1	Revision: -



- Legend**
- Footpath
 - Footpath to Bridleway
 - Bridleway
 - Byway Open to All Traffic
 - Indicative New Bridleway (Indicative routes subject to detailed survey/design)

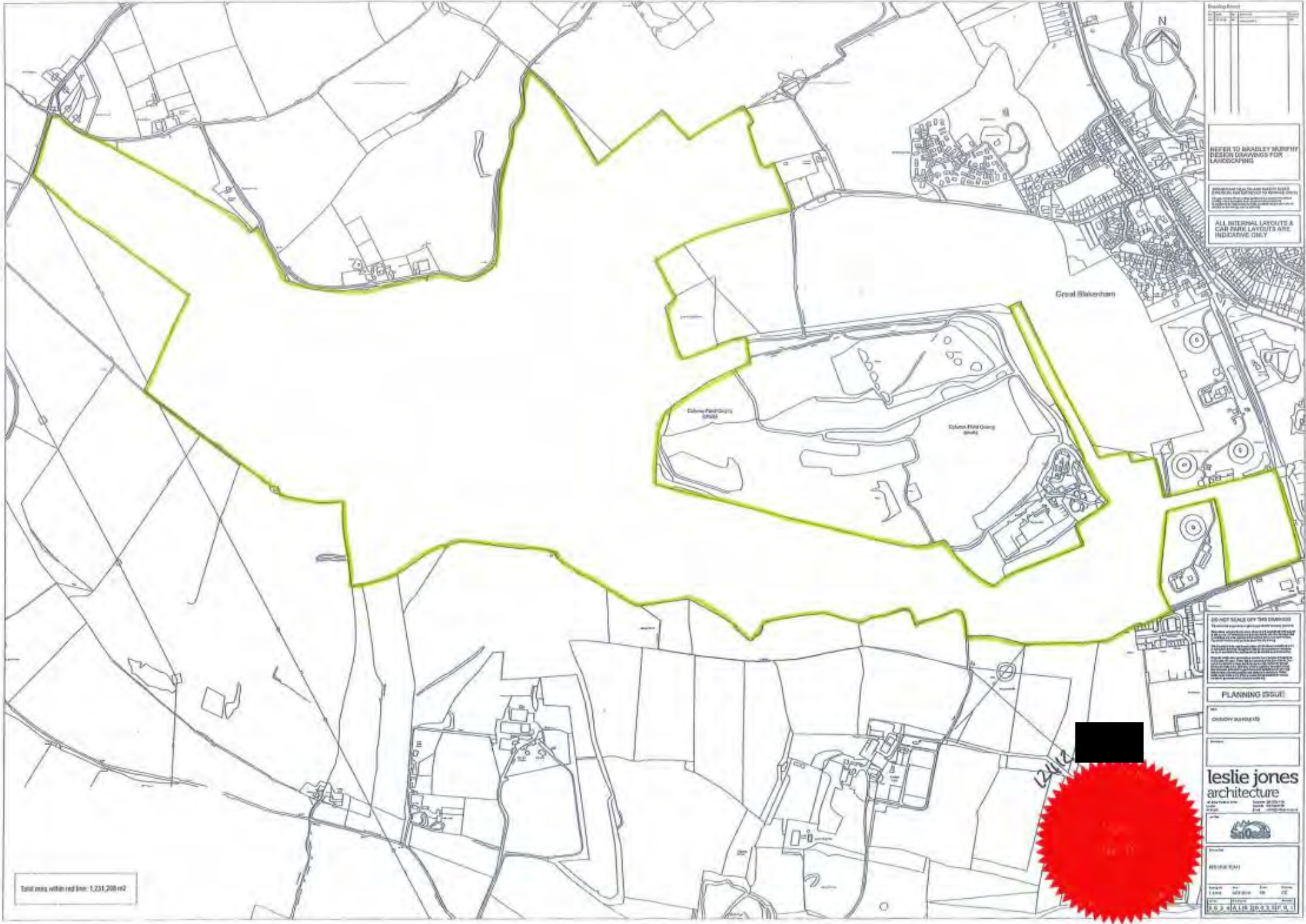


PROW	Parish	Treatment Required	Classification		Length (m)	Width (m)	Area (m ²)	Surfacing		Compensation	
			Current	Proposed				Cost/m ²	Total	Cost/m ²	Total
BW005	Great Blakenham	Surface with hoggin and widen	Bridleway	Bridleway	235	3	705	£15	£10,575	-	-
BW029	Baylham	Surface with hoggin and widen	Bridleway	Bridleway	380	3	1140	£15	£17,100	-	-
BW35A & BW2	Great Blakenham	Surface with hoggin and widen	Bridleway	Bridleway	886	3	2658	£15	£39,870	-	-
Byway 002	Nettlestead	Surface with hoggin and widen	Byway	Byway	880	3	2640	£15	£39,600	-	-
FP002	Great Blakenham	Upgrade to Bridleway (hoggin surface)	Footpath	Bridleway	300	3	900	£25	£22,500	£2.50	£2,250.00
FP003	Nettlestead	Upgrade to Bridleway (hoggin surface)	Footpath	Bridleway	218	3	654	£25	£16,350	£2.50	£1,635.00
FP004	Nettlestead	Upgrade to Bridleway (hoggin surface)	Footpath	Bridleway	1365	3	4095	£25	£102,375	£2.50	£10,237.50
FP012	Great Blakenham	Upgrade to Bridleway (hoggin surface)	Footpath	Bridleway	230	3	690	£25	£17,250	£2.50	£1,725.00
FP015	Great Blakenham	Upgrade to Bridleway (hoggin surface)	Footpath	Bridleway	400	3	1200	£25	£30,000	£2.50	£3,000.00
FP019	Great Blakenham	Upgrade to Bridleway (hoggin surface)	Footpath	Bridleway	400	3	1200	£25	£30,000	£2.50	£3,000.00
FP030	Baylham	Upgrade to Bridleway (hoggin surface)	Footpath	Bridleway	400	3	1200	£25	£30,000	£2.50	£3,000.00
New PROW A	Baylham	New bridleway between Byway 002 and BW35A	-	Bridleway	-	-	-	-	-	-	-
New PROW B	Nettlestead	New bridleway between FP004 and FP12/15	-	Bridleway	-	-	-	-	-	-	-
Notes:								Total		Total	
All distances measured on google earth								£355,620		£24,847.50	
Right of Way classifications and routes taken from Suffolk Definitive Map								Surfacing & Compensation Total		£380,467.50	
								Design & Staff Time (@12%)		£45,656.10	
								Contingency (@10%)		£38,046.75	
								New PROW (A & B) Contribution		£200,000.00	
								GRAND TOTAL		£664,170.35	



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Project:	SnOasis, Great Blakenham
Title:	Indicative PROW Improvements
Figure:	Figure 1.2
Revision:	-



Total area within red line: 1,231,200 m²

Revising Sheet	
No.	Description

REFER TO BRADLEY MURPHY DESIGN DRAWINGS FOR LANDSCAPING

PROFESSIONAL DESIGNER MUST SIGN DRAWING FOR EFFECT TO BE VALID UNDER THE REGULATION OF PROFESSIONAL DESIGNERS ACT 2017

ALL INTERNAL LAYOUTS & CAR PARK LAYOUTS ARE INDICATIVE ONLY

DO NOT SCALE OFF THIS DRAWING
 This drawing is a preliminary design and is not to be used for construction purposes. It is intended for planning purposes only. The design is subject to change without notice. The client is responsible for ensuring that the design complies with all applicable regulations and standards. The design is not to be used for any other purpose without the written consent of the architect.

PLANNING ISSUE

CONTRACT ADMIN

lelie jones architecture



REGISTERED

NAME	NO.	DATE	STATUS
LELIE JONES ARCHITECTURE	12345	01/01/2020	ACTIVE