



NORTH PLANNING COMMITTEE - UPDATE SHEET

24 May 2024

Item 1 – DC/23/4537/RG3 – Part demolition of the existing Battery Green car park and northern wing of the Marina Centre building, realignment of Marina road, the erection of a new circulation core in the retained car park area. Change of use of partially retained car park to competitive leisure use New cultural building consisting of single and two storey elements, containing multi use hall, lobby, cafe, studio spaces, plant areas, restaurant and first floor multi use space. Externally providing new soft and hard landscaping with external lighting scheme to create new linkages and new public realm. – Battery Green Car Park And Surrounding Land, Marina Road, Lowestoft, Suffolk, NR32 1HA.

Following the publication of the committee report, officers have received consultation responses from SCC Highways and the LLFA. Both the consultation responses raise no objections subject to conditions, and as such the recommendation set out at paragraph 11.1 of the committee report can be amended to: Planning permission be approved, subject to conditions.

In addition to the above update on the previously outstanding consultee responses, the wording for the recommended conditions have been drafted and are set out below.

1. The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

Reason: This condition is imposed in accordance with Section 91 of the Town and Country Planning Act (as amended).

2. The development hereby permitted shall not be carried out other than in complete accordance with the following drawings:

- BGMC_CF_Z_XX_DR_Z_0501_ Rev. P3 (Ownership Plan)
- BGMC_CF_Z_XX_DR_Z_0509_ Rev. P4 (Existing Site Plan)
- BGMC_CF_Z_XX_DR_Z_0510_ Rev. P7 (Proposed Site Plan 1 of 2)
- BGMC_CF_Z_XX_DR_Z_0511_ Rev. P8 (Proposed Site Plan 2 of 2)
- BGMC_CF_Z_XX_DR_Z_0514_ Rev. P3 (Proposed Phasing Plan)
- BGMC_CF_Z_XX_DR_Z_0515_ Rev. P5 (Proposed Block Site Plan)
- BGMC_CF_Z_XX_DR_Z_0520_ Rev. P7 (Proposed Site Elevations)
- BGMC_CF_Z_XX_DR_Z_0519_ Rev. P4 (Proposed Site Sections)

LEGAL ADDRESS East Suffolk House, Station Road, Melton, Woodbridge IP12 1RT
DX: 41400 Woodbridge

POSTAL ADDRESS Riverside, 4 Canning Road, Lowestoft NR33 0EQ
DX: 41220 Lowestoft

- BGMC_CF_Z_XX_DR_Z_0501_ Rev. P1 (Stair Seating)
- BGMC_CF_Z_XX_DR_Z_0503_ Rev. P1 (North Stair and Gradient)
- BGMC_CF_A_XX_DR_A_0520_ Rev. P2 (Car Parking Existing GF)
- BGMC_CF_A_XX_DR_A_0521_ Rev. P2 (Car Parking Existing FF)
- BGMC_CF_A_XX_DR_A_0523_ Rev. P2 (Car Park Demo GF)
- BGMC_CF_A_XX_DR_A_0524_ Rev. P2 (Car Park Demo FF)
- BGMC_CF_A_XX_DR_A_0525_ Rev. P2 (Car Park Demo SF – Roof)
- BGMC_CF_A_XX_DR_A_0530_ Rev. P3 (Car Park Proposed GF & FF)
- BGMC_CF_A_XX_DR_A_0540_ Rev. P3 (Car Park Proposed SF – Roof)
- BGMC_CF_A_XX_DR_A_0550_ Rev. P2 (Car Park Existing Elevations)
- BGMC_CF_B_XX_DR_B_0580_ Rev. P3 (Ground Floor Existing)
- BGMC_CF_B_XX_DR_B_0581_ Rev. P3 (First Floor Existing)
- BGMC_CF_B_XX_DR_B_0582_ Rev. P3 (Second Floor Existing)
- BGMC_CF_B_XX_DR_B_0583_ Rev. P2 (Roof Plan Existing)
- BGMC_CF_B_XX_DR_B_0584_ Rev. P4 (Ground Floor Demolition)
- BGMC_CF_B_XX_DR_B_0585_ Rev. P4 (First Floor Demolition)
- BGMC_CF_B_XX_DR_B_0586_ Rev. P3 (Second Floor Demolition)
- BGMC_CF_B_XX_DR_B_0587_ Rev. P3 (Roof Plan Demolition)
- BGMC_CF_B_XX_DR_B_0590_ Rev. P6 (Ground Floor Proposed)
- BGMC_CF_B_XX_DR_B_0591_ Rev. P6 (First Floor Proposed)
- BGMC_CF_B_XX_DR_B_0592_ Rev. P3 (Second Floor Proposed)
- BGMC_CF_B_XX_DR_B_0593_ Rev. P2 (Roof Plan Proposed)
- BGMC_CF_B_XX_DR_B_0600_ Rev. P3 (Elevations – Existing)
- BGMC_CF_B_XX_DR_B_0601_ Rev. P3 (Elevations – Existing)
- BGMC_CF_B_XX_DR_B_0602_ Rev. P3 (Elevations – Demolition)
- BGMC_CF_B_XX_DR_B_0603_ Rev. P3 (Elevations – Demolition)
- BGMC_CF_B_XX_DR_B_0610_ Rev. P3 (Elevations – Proposed)
- BGMC_CF_B_XX_DR_B_0611_ Rev. P3 (Elevations – Proposed)
- BGMC_CF_C_XX_DR_C_0640_ Rev. P1 (Roof Plan)
- BGMC_CF_C_XX_DR_C_0652_ Rev. P5 (GA Plans)
- BGMC_CF_C_XX_DR_C_0660_ Rev. P5 (New Build Proposed Elevations)
- 218070-CCL-XX-00-DR-C-03000 Rev. P06 (Drainage General Arrangement)
- 218070-CCL-XX-00-DR-C-03001 Rev. P02 (Drainage Proposed Impermeable Areas)
- 218070-CCL-XX-00-DR-C-03002 Rev. P1 (Drainage Existing Impermeable Areas)
- 218070-CCL-XX-00-DR-C-03003 Rev. P1 (Drainage Exceedance Flow Plan)
- 218070-CCL-XX-00-DR-C-03004 Rev. P03 (Drainage Manhole Schedules)
- 218070-CCL-XX-00-DR-C-03900 Rev. P1 (Drainage Construction Detail Sheets 1 of 2)
- 218070-CCL-XX-00-DR-C-03901 Rev. P1 (Drainage Construction Detail Sheets 2 of 2)
- 218070-CCL-XX-00-DR-C-03902 Rev. P1 (Drainage Flow Chamber Details)
- 218070-CCL-XX-00-DR-C-03903 Rev. P1 (Drainage Attenuation Tank Details)
- 218070-CCL-XX-00-DR-C-4000 Rev. P05 (S278 Highway Layout)
- 218070-CCL-XX-00-DR-C-4500 Rev. P05 (S278 Visibility Splays)
- 218070-CCL-XX-00-DR-C-4501 Rev. P05 (S278 Visibility Splays)
- 218070-CCL-XX-00-DR-C-5000 Rev. P05 (Swept Path Analysis)
- 218070-CCL-XX-00-DR-C-5001 Rev. P06 (Battery Green – Swept Path Analysis)
- 218070-CCL-XX-00-DR-C-5002 Rev. P04 (Car Park – Swept Path Analysis)
- 218070-CCL-XX-00-DR-C-5003 Rev. P06 (Service Yard – Swept Path Analysis)
- 218070-CCL-XX-00-DR-C-5004 Rev. P04 (Battery Green/Gordon Road – Swept Path Analysis)
- 218070-CCL-XX-00-DR-C-5007 Rev. P03 (Service Yard/Large Rigid – Swept Path Analysis)
- LDO1 – Rev. 3 (Main Plaza Areas Landscape Layout)
- LDO2 – Rev. RA (Northern Green Space Landscape Layout)

- LDO4 – Rev. RA (Northern Green Space Planting Plan)
- LDO5 – Rev. 5 (Tree Pit Detail)
- Landscape Specification – Rev. B (dated 22.03.2024)
- Lowestoft Planting Schedule – Rev. B (dated 22.03.204)

Reason: For the avoidance of doubt as to what has been approved.

3. The demolition of the Battery Green car park shall be undertaken in full accordance with the documents and drawings submitted and approved under prior approval application reference DC/23/4933/DEM, including the following:

- 218070-CCL-XX-00-DR-C-4502 Rev. P01 (Proposed Demolition Works Visibility Splays)
- 218070-CCL-XX-00-DR-C-5005 Rev. P01 (Proposed Demolition Works Swept Path Analysis Compounds)
- 218070-CCL-XX-00-DR-C-5006 Rev. P01 (Proposed Demolition Works Swept Path Analysis Marina – FTA Rigid)
- BGMC-CF-A-XX-DR-A-0702 Rev. P2 (Car Park Demolition Elevations)
- BGMC-CF-Z-XX-DR-A-0704 Rev. P3 (GA Demo Plan)
- BGMC-CF-ZZ-XX-RP-A-0001 Rev.P1 (Demolition Method Statement)
- Noise, Vibration Air Quality and Dust Management Plan

If the appointed contractor requires any alternative method of demolition, or arrangements for the demolition works, the revised details shall be submitted to and approved in writing by the local planning authority prior to the commencement of the demolition.

Reason: In the interest of amenity and for the avoidance of doubt as to what has been considered and approved.

4. No development, except for the demolition of the Battery Green car park, shall commence until an order under Section 247 of the Town and Country Planning Act 1990 (as amended) authorising the stopping up and realignment of Marina, to enable the development to be carried out in accordance with the approved plans, has been made and confirmed. The stopping up and realignment of Marina must be fully implemented in accordance with the approved details prior to any development above slab level.

Reason: To ensure the necessary highway alterations are legally secured and implemented in the interests of highway safety and proper planning.

5. No development, except for the demolition of the Battery Green car park, shall commence until confirmation is submitted to the local planning authority that a Traffic Regulation Order (TRO) has been approved by the local highway authority to address parking restrictions, loading bays, restricted access, disabled parking, and waiting and loading restrictions, in addition to any other matters as may be agreed with the highway authority. The TRO must be implemented in accordance with the approved details prior to the first use of the development.

Reason: To ensure that the necessary traffic management measures in place to maintain highway safety.

6. No development, except for the demolition of the Battery Green car park, shall commence until a construction and Demolition Management Plan has been submitted to and approved in writing by

the local planning authority. The plan shall contain information on how noise, dust, vibration and light will be controlled, in relation to the partial demolition of the Marina Centre, and the development of the site, so as not to cause unreasonable disturbance to occupiers of neighbouring properties.

Reason: In the interest of amenity and the protection of the local environment.

7. No development, except for the demolition of the Battery Green car park, shall commence until a Construction Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. Construction of the development shall not be carried out other than in accordance with the approved plan. The Construction Management Plan shall include the following matters:

- parking and turning for vehicles of site personnel, operatives and visitors.
- loading and unloading of plant and materials.
- piling techniques (if applicable).
- storage of plant and materials.
- provision and use of wheel washing facilities.
- programme of site and all associated works such as utilities including details of traffic management necessary to undertake these works.
- site working and delivery times.
- communications plan to inform local residents of the program of works.
- provision of boundary hoarding and lighting.
- details of proposed means of dust suppression.
- details of measures to prevent mud from vehicles leaving the site during construction and means of mechanical carriageway sweeping.
- haul routes for construction traffic on the highway network.
- monitoring and review mechanisms.
- details of deliveries times to the site during construction phase.
- layout of facilities above to be included on a plan.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase.

8. No development, except for the demolition of the Battery Green car park, shall commence until details of the proposed off-site highway improvements to provide a Visitor Drop-Off Bay and dropped kerb provision for wheeled users on Gordon Road, indicatively shown on Drawing No. 218070-CCL-XX-00-DR-4000 P05 have been submitted to and approved in writing by the local planning authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

Reason: To ensure that the necessary highway improvements are designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety and sustainable travel.

9. No development, except for the demolition of the Battery Green car park, shall take place until details of the roads and footpaths (including layout, levels, gradients, surfacing, lighting, traffic

calming and means of surface water drainage), have been submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety to ensure that roads/footways are constructed to an acceptable standard.

10. No development, except for the demolition of the Battery Green car park, shall take place until details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles, including powered two wheeled vehicles, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is first brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long-term maintenance of adequate on-site space for the parking and manoeuvring of vehicles in accordance with the current Suffolk Guidance for Parking (2023) where on-street parking and or loading, unloading and manoeuvring would be detrimental to highway safety.

11. No development, except for demolition and site clearance, approved by this planning permission, shall take place until a site investigation consisting of the following components has been submitted to, reviewed by, and confirmed in writing by the local planning authority that these requirements has been met:

- 1) A desk study and site reconnaissance, including:
 - a detailed appraisal of the history of the site;
 - an inspection and assessment of current site conditions;
 - an assessment of the potential types, quantities and locations of hazardous materials and contaminants considered to potentially exist on site;
 - a conceptual site model indicating sources, pathways and receptors; and
 - a preliminary assessment of the risks posed from contamination at the site to relevant receptors, including: human health, ground waters, surface waters, ecological systems and property (both existing and proposed).

- 2) Where deemed necessary following the desk study and site reconnaissance an intrusive investigation(s), including:
 - the locations and nature of sampling points (including logs with descriptions of the materials encountered) and justification for the sampling strategy;
 - explanation and justification for the analytical strategy;
 - a revised conceptual site model; and
 - a revised assessment of the risks posed from contamination at the site to relevant receptors, including: human health, ground waters, surface waters, ecological systems and property (both existing and proposed).

All site investigations must be undertaken by a competent person (see National Planning Policy Framework) and conform to current guidance and best practice, including BS8485:2015+A1:2019, BS10175:2011+A2:2017 and Land Contamination Risk Management (LCRM).

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 offsite receptors

12. No development, except for demolition and site clearance, approved by this planning consent, shall take place until a detailed Remediation Strategy (RS) has been submitted to, reviewed by and confirmed in writing by the Local Planning Authority as likely to address the risks identified by the submitted assessments. The RS must include, but is not limited to:
- details of all works to be undertaken including proposed methodologies, drawings and plans, materials, specifications and site management procedures;
 - an explanation, including justification, for the selection of the proposed remediation methodology(ies);
 - proposed remediation objectives and remediation criteria; and
 - proposals for verifying the remediation and, where appropriate, for future maintenance and monitoring.

The RS must be prepared by a competent person (see National Planning Policy Framework) and conform to current guidance and best practice, including BS8485:2015+A1:2019 and Land Contamination Risk Management.

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 offsite receptors.

13. A verification report must be submitted to, reviewed by and confirmed in writing by the Local Planning Authority as likely to have addressed the risks identified prior to any occupation or use of the approved development. The verification report must include, but is not limited to:
- results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met;
 - evidence that the RS agreed has been carried out competently, effectively and in its entirety; and
 - evidence that remediation has been effective and that, as a minimum, the site will not qualify as contaminated land as defined by Part 2A of the Environmental Protection Act 1990.

The verification report must be prepared by a competent person (see National Planning Policy Framework) and conform to current guidance and best practice, including BS8485:2015+A1:2019, CIRIA C735 and Land Contamination Risk Management.

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 offsite receptors.

14. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. Unless agreed in writing by the LPA no further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety. An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk

assessment must be undertaken by competent persons (see National Planning Policy Framework) and conform with prevailing guidance (including BS8485:2015+A1:2019, BS 10175:2011+A2:2017 and Land Contamination Risk Management) and a written report of the findings must be produced. The written report is subject to the review and confirmation in writing by the Local Planning Authority that likely risks have been identified and will be investigated accordingly.

Where remediation is necessary a detailed Remediation Strategy (RS) must be prepared, and is subject to the review and confirmation in writing by the Local Planning Authority as likely to address the risks identified. The RS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The RS must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works.

Following completion of the remediation strategy a verification report that demonstrates the effectiveness of the remediation must be submitted to, reviewed by and confirmed in writing by the LPA as likely to have addressed the risks identified.

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 offsite receptors.

15. The strategy for the disposal of surface water 218070-CCL-XX-00-RP-01001 P02 and the Flood Risk Assessment (FRA) 218070-CCL-XX-00-RP-01000 shall be implemented as approved in writing by the local planning authority (LPA). The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained

16. No development, except for the demolition of the Battery Green car park, shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the LPA. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP shall include:

Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:-

- i. Temporary drainage systems
- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
- iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/guidance-on-development-and-flood-risk/construction-surface-water-management-plan/>

17. Within 28 days of practical completion of the last dwelling or unit, surface water drainage verification report shall be submitted to the Local Planning Authority, detailing and verifying that

the surface water drainage system has been inspected and has been built and functions in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks in an agreed form, for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

18. Prior to the commencement of development above slab level, an Ecological Enhancement Strategy, addressing how ecological enhancements will be achieved on site, shall be submitted to and approved in writing by the local planning authority. This should include ecological enhancements as recommended in the submitted PEA. Ecological enhancement measures will be delivered and retained in accordance with the approved Strategy.

Reason: To ensure that the development delivers ecological enhancements.

19. Prior to the commencement of development above slab level, a "lighting design strategy for biodiversity" shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for biodiversity likely to be impacted by lighting and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) 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 disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that impacts on ecological receptors from external lighting are prevented.

20. Prior to the commencement of development above slab level, details of an external lighting scheme (including position and height of mounting features, height and angle of lights including aiming points, light fixing type, size and appearance, and the luminance levels) shall be submitted to and approved by the Local Planning Authority. This scheme shall thereafter be implemented, and no additional external lighting shall be installed.

Reason: In the interests of amenity, and protection of the local rural environment, including the ecological environment.

21. Prior to the commencement of development above slab level, details of secure cycle parking, including covered cycle storage, shall be submitted to and approved in writing by the local planning authority. The approved cycle parking details shall be completed prior to the first use of the development and retained as such thereafter.

Reason: To promote sustainable travel by ensuring the appropriate provision of cycle parking and storage.

22. Prior to the commencement of development above slab level, detailed schedule of all external materials to be used in the construction of the development, in addition to samples of the cladding materials to be used on the external elevations of the two new buildings, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved schedule and samples.

Reason: To ensure the satisfactory appearance of the development in the interest of visual amenity.

23. Prior to the commencement of development above slab level, details of both hard and soft landscaping works shall be submitted to and approved in writing by the local planning authority. These details shall include:

- Means of enclosure and retaining structures;
- Boundary treatments;
- Hard surfacing materials;
- Minor artefacts and structures (e.g. furniture, railings, refuse or storage units, etc.)
- Water features;
- Green roofs and walls;
- Planting plans;
- Root protection, where planting may impact upon the adopted highway;
- Written specification, including cultivation and other operations associated with plant and grass establishment;
- Schedule of plants noting species, plant supply sizes and proposed numbers/densities where appropriate;
- An implementation programme.

The landscaping works shall be carried out in accordance with the approved details before any part of the development is brought into use in accordance with the agreed implementation programme.

Reason: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.

24. Prior to the first use of the development, a Landscape Management Plan shall be submitted to and approved in writing by the local planning authority. The Landscape Management Plan shall include:
 - Long term design objectives;
 - A detailed schedule of landscape maintenance for a minimum period of 5 years;
 - The method and frequency of maintenance operations;

- Details of responsibilities for the ongoing maintenance;
- Procedures for the replacement of any planting which fails within the maintenance period, including trees, shrubs, and other plants that die, are removed, or become seriously damaged or diseased.

The development shall be carried out in accordance with the approved Landscape Management Plan.

Reason: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.

25. Prior to the first use of the development, a Waste Management Plan shall be submitted to and approved in writing by the local planning authority. The Waste Management Plan shall include details of the procedures for the storage and disposal of waste, including waste collection points. The Waste Management Plan shall be fully implemented in accordance with the approved details prior to the first use of the development.

Reason: To ensure the sustainable management of waste by the development and to ensure that there are suitable arrangements in place for the collection of waste without impacting upon highway safety.

26. No development hereby permitted shall be occupied until the improvement scheme identified for the A47 as shown in outline on Canham Consulting Engineers drawing 218070-cc-XX-00-DR-C- 400 P05 titled Dated 02 November 23 is completed and open to traffic.

Reason: To mitigate any severe or unacceptable from the development on the A47 in accordance with paragraph 111 National Planning Policy Framework and paragraph 40 DFT Circular 01/2022.

27. Prior to the first use of the development, details of the travel arrangements to and from the site for employees and visitors in the form of a Framework Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority. This Framework Travel Plan must contain the following:

- Suitable measures, objectives and targets identified to reduce the vehicular trips made by employees and visitors across the development, with suitable remedial measures identified to be implemented if these objectives and targets are not met.
- Appointment of a suitably qualified Travel Plan to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan.
- A commitment to monitor the vehicular trips generated by the employees and visitors to provide baseline data and submit a Full Travel Plan which includes details of the monitored baseline vehicular trips no later than six months after occupation.
- A further commitment to monitor the Full Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority for a minimum period of five years using the same methodology as the baseline monitoring.
- A suitable marketing strategy to ensure that all employees and visitors on the site are engaged in the Travel Plan process.

- A Travel Plan budget that covers the full implementation of the Travel Plan for the specified duration.
- The site shall not be occupied until the Framework Travel Plan has been agreed. The approved Framework Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Framework Travel Plan and shall thereafter adhered to in accordance with the approved Framework Travel Plan.

Reason: In the interest of sustainable development.

28. Prior to the first use of the development, an advertisement and signage strategy, detailing the size, location, illumination, and design of any advertisement or signage, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved strategy.

Reason: In the interests of visual amenity and the protection of the local environment.

29. Prior to the first use of the restaurant, an odour and noise risk assessment in accordance with the updated current guidance (i.e. 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems - An update to the 2004 report prepared by NETCEN for the Department for Environment, Food and Rural Affairs') shall be submitted to and approved by the Local Planning Authority.

The risk assessment shall identify potential sources of odour/noise, pathways and receptors and make recommendations regarding the level of mitigation needed and set out the odour control systems to be installed. The Local Planning Authority will be expecting that a rating noise level (LAeq) of at least 5dB below the typical background sound level (LA90) is achieved. Any required mitigation/control measures shall thereafter be fully implemented in accordance with the approved measures.

Reason: In the interests of amenity and the protection of the local environment.

30. Prior to the first use of the development, a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Noise Management Plan shall include:
- details of the acoustic performance and materials used in the site buildings,
 - details of noise level limits,
 - measures to address any noise and disturbance from people leaving the premises, including to deal with any complaints from neighbouring properties,
 - details on the management of noise associated with the packing away after events in the events hall and rehearsal space(s),
 - details on the use and management of other site buildings including Cell 3, and
 - details on the use and management of all noise from all external areas.

The use shall thereafter be operated in accordance with the provisions of the approved Noise Management Plan.

Reason: In the interests of amenity and the protection of the local environment.

31. Prior to the installation of any fixed plant or machinery (e.g. heat pumps, compressors, extractor systems, air conditioning plant, refrigeration plant and extraction systems), a noise assessment shall be submitted to cover all plant and machinery, based on BS4142:2014+A1:2019. A noise rating level (L_A,T_r) of at least 5dB below the typical background sound level (L_A90,T) should be achieved at the nearest noise sensitive receptor from all plant items cumulatively. Where the noise rating level cannot be achieved, the noise mitigation measures considered should be explained and the achievable noise level should be identified and justified. The fixed plant and machinery shall be fully implemented in accordance with the approved details.

Reason: In the interest of amenity and the protection of the local environment.

32. No events with amplified music or amplified speech shall take place until a validation survey, undertaken by a competent acoustic professional, has been undertaken to ensure relevant music noise level criteria will be achieved at noise sensitive receptors. The survey methodology and criteria shall be agreed in advance with the Environmental Protection Team at East Suffolk Council. The validation survey shall be submitted to and approved in writing by the local planning authority prior to any events with amplified music or amplified speech first taking place.

Reason: In the interest of amenity and the protection of the local environment.

33. The recommendations and mitigation measures outlined within the Detailed Unexploded Ordnance (UXO) Threat & Risk Assessment, prepared by 6 Alpha Associated Ltd and dated 11 April 2024, shall be undertaken in full alongside the implementation of any other necessary mitigation required under Government guidance.

If, at any time during development, high risk UXO not previously identified in the aforementioned report is encountered/found to be present on the site, no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a revised and/or additional UXO risk management and mitigation programme/plan is submitted and approved detailing how the high risk UXO not previously identified shall be dealt with. The revised and/or additional UXO risk management and mitigation programme/plan shall be implemented as approved and, following the completion of the mitigation, a completion verification report confirming that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated shall be submitted in writing to the local planning authority for approval.

Reason: To ensure that the risks from site wide unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised, so that the development can take place without unacceptable risk to workers, residents and neighbours.

34. No waste materials shall be burned on site during the demolition or construction phases of the development.

Reason: In the interest of amenity and the protection of the local environment.

35. Unless otherwise agreed in writing with the local planning authority, all noisy demolition and construction activities, including deliveries, should be restricted to the following hours:

Monday to Friday - 07:30 to 18:00 hours

Saturday - 08:00 to 13:00 hours

There shall be no working on Sundays or Bank Holidays.

Reason: In the interest of amenity and the protection of the local environment.

36. Unless otherwise agreed in writing with the local planning authority, the hours of deliveries and collections from the service yard shall be:

Monday to Friday 07:00 to 19:00 hours

Saturday 07:00 to 13:00 hours

There shall be no deliveries or collections on Sundays or Bank Holidays.

An exception can be made for collections associated with the main events hall and rehearsal space(s) in accordance with the details to be submitted and approved under Condition 27 (Noise Management Plan).

Reason: In the interest of amenity and the protection of the local environment.

37. All external seating areas associated with the restaurant premises shall be vacated by customers, and all furniture removed, by 23:00 on any night of the week.

Reason: In the interest of amenity and the protection of the local environment.

38. There shall be no amplified music or other entertainment in outside spaces (including building roofs) beyond 22:00 hours on any night of the week.

Reason: In the interest of amenity and the protection of the local environment.

39. Use of the main events hall and rehearsal space(s) shall cease by 23:00 on any night of the week.

Reason: In the interest of amenity and the protection of the local environment.

40. The development shall be carried out in full accordance with the recommendations outlined in the approved Planning Energy Statement, prepared by ALH Building Services Ltd and dated October 2023.

Reason: In the interest of sustainable construction and energy efficiency.

41. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Preliminary ecological appraisal (Wilder Ecology, December 2023) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To ensure that ecological receptors are adequately protected and enhanced as part of the development.

42. No demolition of buildings or structures that may be used by breeding birds shall take place between 1st February and 31st August inclusive, unless a competent ecologist has undertaken a

careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority. A wider breeding season to other species.

Reason: To ensure that nesting birds are protected.

Item 2 – XX/XX/XXXX/FUL – Description at XXX

Change of Condition 4 – Holiday use