

Item No:1

Planning and EP Committee 3 April 2018

Application Ref: 17/02375/FUL

Proposal: Construction of two-storey restaurant with associated drive-thru, car parking, landscaping and associated works, two customer order displays and canopies

Site: Morrison's, Lincoln Road, Peterborough, PE4 6WS
Applicant: McDonald's Ltd and Wm Morrison Supermarkets
Agent: Planware Ltd

Referred by: **Cllr Nick Sandford**
Reason: **Concerns of noise, litter and anti-social behaviour.**

Site visit: 04.01.2018

Case officer: Mr M A Thomson
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Recommendation: **GRANT** subject to relevant conditions

1 Description of the site and surroundings and Summary of the proposal

Site Description

The application site comprises 0.175ha of existing car park serving Morrison's Superstore, situated 3.5 km from the centre of Peterborough on the south-west side of Lincoln Road. Situated to the immediate south-east is Brotherhood Retail Park, situated opposite is Lincoln Road Local Centre, and situated to the north is a petrol filling station with residential development beyond.

Proposal

The Applicant seeks planning permission for the erection of a two storey McDonald's restaurant (Class A3/A5), with a gross external floor area of 582 sqm with the ability to cater for 160 diners at any one time. The form of the building would comprise of a two storey and single storey element. The two storey element would have a floor area of 25m x 12.4m and standing at 7.2m to eaves and 8.7m to ridge. The single storey element would have a floor area of 4.9m x 8.7m and standing at 3.7m to ridge.

There are a number of external materials proposed, which include vertical and horizontal timber cladding, natural stone and aluminium cladding.

The scheme also proposes an associated drive-thru, servicing and car parking, landscaping, two customer order displays and canopies.

There are also three separate advertisement applications which are pending consideration for the site, which are listed below.

2 Planning History

Reference	Proposal	Decision	Date
17/02373/ADV	Various illuminated and non-illuminated site signage including 1 no. height restrictor, 9 no. freestanding signs, 3 no banner units, 1 no. side by side directional, 17 no. dot signs	Pending Consideration	
17/02374/ADV	Installation of 7 no internally illuminated fascia signs	Pending Consideration	
17/02377/ADV	Installation of an internally illuminated freestanding 12m shared totem sign	Pending Consideration	

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2012)

Section 2 - Retail Development Outside Town Centres

A sequential test should be applied to applications (except in relation to applications for small scale rural offices or other development). Proposals which fail the sequential test or would have an adverse impact should be refused.

Section 7 - Good Design

Development should add to the overall quality of the area; establish a strong sense of place; optimise the site potential; create and sustain an appropriate mix of uses; support local facilities and transport networks; respond to local character and history while not discouraging appropriate innovation; create safe and accessible environments which are visually attractive as a result of good architecture and appropriate landscaping. Planning permission should be refused for development of poor design.

Peterborough Core Strategy DPD (2011)

CS01 - Settlement Hierarchy and the Countryside

The location/ scale of new development should accord with the settlement hierarchy. Development in the countryside will be permitted only where key criteria are met.

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS15 - Retail

Development should accord with the Retail Strategy which seeks to promote the City Centre and where appropriate the district and local centres. The loss of village shops will only be accepted subject to certain conditions being met.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS22 - Flood Risk

Development in Flood Zones 2 and 3 will only be permitted if specific criteria are met. Sustainable drainage systems should be used where appropriate.

Peterborough Planning Policies DPD (2012)

PP01 - Presumption in Favour of Sustainable Development

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

PP02 - Design Quality

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

PP04 - Amenity Provision in New Residential Development

Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

PP09 - Development for Retail and Leisure Uses

A sequential approach will be applied to retail and leisure development. Retail development outside Primary Shopping Areas or leisure development outside any centre will be refused unless the requirements of Policy CS15 of the Core Strategy have been satisfied or compliance with the sequential approach has been demonstrated.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

PP20 - Development on Land affected by Contamination

Development must take into account the potential environmental impacts arising from the development itself and any former use of the site. If it cannot be established that the site can be safely developed with no significant future impacts on users or ground/surface waters, permission will be refused.

Peterborough Local Plan 2016 to 2036 (Proposed Submission Draft)

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this Proposed Submission version of the Local Plan will take place during January and February 2018 after which the responses will be reviewed ahead of submission to the Secretary of State.

This plan was approved Cabinet for consultation on 13 December 2017. It is, therefore, classified as an 'emerging plan'. Paragraph 216 of the National Planning states that decision makers may give weight to relevant policies in an emerging plan according to:-

- the stage of the Plan (the more advanced the plan, the more weight which can be given)

- the extent to which there are unresolved objections to the policies
- the degree of consistency between emerging policies and the framework.

The policies can be used alongside adopted policies in the decision making process, especially where the plan contains new policies. The amount of weight to be given to the emerging plan policies is a matter for the decision maker. At the final stage the weight to be given to the emerging plan is more substantial than at the earlier stages although the 'starting point' for decision making remains the adopted Local Plan.

4 Consultations/Representations

Police Architectural Liaison Officer

No Objection – I have spoken to the local Police team that covers this area and reviewed crimes and incidents in the car park that have been reported to the Police since January 2017.

I have viewed all relevant documents by the Applicant and am happy to support the application based on the layout and design to be implemented and the security measures to be put in place regarding CCTV and lighting. I am happy that cycle security has been considered with a position of the stand in view of the building. Theft of cycles have been recorded from this car park on several occasions so I welcome any initiatives to help reduce this crime.

There are some concerns regarding anti-social behaviour (ASB) in the car park involving boy racers and car cruise gatherings. There are calls from 4x local residents regarding this activity, 2 in November 2017 and 2 in February 2018. The Police are working with organisers of planned car cruises across the City to help with the planning and supervision of these events.

I would be willing to work with both Morrison's and McDonalds regarding improvements to the current car park (including the provision of CCTV) to make it less boy racer friendly if they consider this to be a concern to them. One of the options could be to upgrade the car park to Park Mark accreditation with the appropriate signage in place. The annual cost of this initiative could potentially be shared between both stores.

PCC Peterborough Highways Services

No Objection – When the application was originally received the Local Highway Authority (LHA) sought clarification of the servicing arrangement for deliveries, accident analysis, car parking demand and traffic modelling.

These matters have been discussed between the LHA and Highway Consultant, and it has been demonstrated that the proposed development would not unacceptably reduce the number of available on-site parking spaces to serve either the existing Morrison's Superstore, Petrol Filling Station or the proposed McDonald's restaurant.

The proposed service bay for the proposed restaurant would be adjacent to the site access road to Morrison's, therefore the LHA requires servicing to be carried out after the closure of the food store each day to ensure vehicles do not back up onto the adjoining Highway. In response to this the applicant and their consultant agreed to service the restaurant after 10:30pm on Monday to Saturdays, and 17:00pm on Sundays.

This solution is deemed acceptable in order to minimise the safety risks associated with the manoeuvring of the service vehicle and the driver's exiting the vehicle during the food store's trading periods.

If the restaurant was to be serviced by delivery vehicles whilst the food store or petrol filling station were open, the Local Highway Authority would object on highway safety grounds.

Environment Agency (20.12.18)

No objection

PCC Travel Choice (20.12.18)

No objection - The Travel Plan states that parking for 10 bicycles will be provided. These spaces are for staff and customers. I would expect the Travel Plan to comment that this provision will be reviewed and increased if required. I note that the provision will be Sheffield Stands, I would also expect that security measures have been reviewed, i.e. lighting, CCTV, monitoring and noted in the Plan - If staff and customers are confident that their bicycles can be safely left they will be more likely to cycle.

The attitudes to Travel Change survey results highlight that 38% of people stated that they didn't cycle because they did not have a bicycle. The Travel Plan should include measures to address this barrier, i.e. considerations for a cycle to work scheme, loan / pool bicycles. In addition 6% do not have the skills to cycle, the Travel Plan could address this by directing staff to Peterborough City Council's Travelchoice Team which can arrange free adult cycle training sessions.

I would also suggest that a range of hard copy sustainable travel information (bus timetables and routes, adult cycle training information, walking and cycling information etc.) is provided in the staff areas. Such resources can be obtained from Peterborough City Council's Travelchoice teams. In addition upon completion and full staff occupation of the restaurant a bespoke survey should be completed to obtain baseline data and postcode information of staff so that tailored initiatives can be implemented to encourage sustainable staff travel.

Local Residents/Interested Parties

Initial consultations: 119
Total number of responses: 6
Total number of objections: 6
Total number in support: 0

The application has been called into Planning Committee by Cllr Sanford, due to concerns of potential annoyance to local residents through noise and litter etc and potential for increasing existing problems with anti-social behaviour in the evenings at this location.

Six letters of representation have been received raising the following planning concerns;

- No need for the proposal, there are a number of McDonalds within the area;
- Increase in litter;
- Amenity of local residents;
- Increasing in traffic at an already busy part of the City;
- A loss of parking;
- Noise generated by night time deliveries at Morrison's;
- Drainage;
- Anti-social behaviour;
- Competition with existing businesses; and
- Increase in traffic and associated impact to climate change.

5 Assessment of the planning issues

The Principle of Development

The application site is not situated within the City Centre, or a District or Local Centre. Therefore the application is identified as an outside of centre location by Policy PP9. As such any such proposal should meet the requirements of Policy CS15 and demonstrate that it complies with the requirements of the sequential approach. This is consistent with Paragraph 24 of the National Planning Policy Framework (2012). As the proposed floor area is less than 2,500sqm an impact assessment is not required to be undertaken. In accordance with Paragraph 24 preference should be made to sites that are well connected to the town centre, and Applicants and Local Planning Authorities should demonstrate flexibility on issues such as format and scale. As such the

application is considered as follows;

- The Sequential Test
- Connectivity
- Flexibility

The Sequential Test

In accordance with Paragraph 24 of the NPPF (2012) and Policy CS15 the sequential assessment is used to determine whether there are any alternative sites within or on the edge of a City, District or Local Centre. A Sequential Test (Planware Ltd, Feb 2018) has been submitted in support of the application and has assessed following centre locations for their suitability, availability and viability.

- Peterborough City Centre and North Westgate Redevelopment Area
- Millfield District Centre
- Orton District Centre
- Werrington District Centre
- Bretton District Centre
- Hampton District Centre

A full break down of the Applicant's assessment can be found under Appendix A, however Officers are satisfied that each location has been fully considered, and it has been demonstrated that there are no sequentially preferable sites available to host the proposed development.

Connectivity

The application site is situated 3.5km from the City Centre, and is linked by Bourges Boulevard, a main arterial route linking the City Centre to the north. There is a north and south bus stop situated outside Brotherhood Retail Park, 200m south of the application site, as well as a bus stop within the Morrison's Car Park. As set out within the submitted Travel Plan the area is served by 12 regular buses per hour Monday to Saturday between the hours of 07:00 and 20:00, and a reduced service on Sundays. The Green Wheel cycle route (Route #12) also runs parallel to Bourges Boulevard, linking the City Centre and the application site, and beyond. Therefore whilst the application site is situated outside of a local centre, it is considered to be well connected in this instance.

Flexibility

It is understood that a McDonalds Drive Thru model requires a set amount of floor area with space around the building to facilitate a drive-thru, and 20,000 passing traffic movements per day. Within the supporting statement reference is made to a previous appeal decision from 2005 re Treloggan Road, Lane, Newquay (APP/Q0830/A/051182303), where it was concluded by the Inspector that 'it is difficult to envisage how a developer could be flexible in respect of the format of a drive through restaurant. Unlike a conventional restaurant ... a drive-through by definition requires vehicular access and circulation through or around the building'.

Officers recognise that the Drive Thru and restaurant elements could be considered separately, and that a restaurant in isolation could likely be accommodated within an existing Centre. However, relevant policy requires an assessment of the proposal as submitted and it has been demonstrated that a Drive-Thru could not be accommodated elsewhere within an existing centre. Further, it is reasonable to conclude that a McDonald's restaurant in isolation would not be forthcoming as an individual proposal.

Based on the submitted information Officers consider that the application site is suitably connected to the City Centre by a range of public transport means and that there are no sequentially preferable sites which are currently available that could accommodate the proposed development. As such the proposal is considered to accord with Policies CS15 of the Peterborough Core Strategy DPD (2011), PP9 of the Peterborough Policies DPD (2012) and Paragraph 24 of the NPPF (2012).

Crime

The Police Architectural Liaison Officer (PALO) has been consulted and raised no objection to this proposal.

There have been instances of cycle theft from the car park on several occasions, and the PALO notes that there have been a number of calls of car cruises and gatherings within the area, which is reflected in the letters of representation received. It is understood that the Police are working with organisers of planned car cruises across the City to help with planning and supervision of these events.

The PALO has sought details of lighting and CCTV be secured by planning condition, as well as any initiative, such as Park Mark accreditation, which would improve the security of the site. Therefore subject to securing these security measures the Police Architectural Liaison Officer has raised no objection as the proposal would not exacerbate existing issues of anti-social behaviour or crime within the area, and would therefore accord with Policies CS16 of the Peterborough Core Strategy DPD (2011).

Design and Layout

This part of Lincoln Road is characterised by two distinct forms of development. On the opposite side of Lincoln Road is traditional two storey semi-detached and terraced properties constructed out of red brick and dark tile. The majority of these properties are occupied as retail at ground floor with residential above, however there are also two stand out modern retail units, which are occupied by Farm Foods and a former golf shop. On the western side of Lincoln Road is Brotherhood Retail Park, Morrison's Superstore and a Petrol Filling Station, which are occupied by large scale modern retail units framing large areas of surface car parking. There is also a 4x storey block of flats situated further north.

The proposed McDonalds building would stand at two storey in height and would be set back from the road on a similar building line to the Morrison's Petrol Filling Station. Landscaping is proposed to be introduced between the internal access road and pedestrian footpath, however this would be low level to ensure that the restaurant maintained presence within the street scene. The proposed palette of materials is considered to be appropriate given the functional appearance of the proposed use and given its set back location. Whilst large, it would not be visually prominent or unacceptably detract from the character or appearance of the area given the presence of large scale units on this side of Lincoln Road.

The proposal would introduce an outdoor seating area, lamp columns and associated paraphernalia, however this is considered to be commensurate in size and scale to the proposed use of the site. A condition shall be appended stipulating that the proposed banners as shown on the submitted layout plan require separate advertisement consent; this is to ensure the frontage does not become cluttered or dominated by a single use. Subject to this condition the proposal would accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP2 of the Peterborough Policies DPD (2012).

Access and Parking

The Local Highway Authority (LHA) have raised no objections to the proposal in terms of loss of parking or highway safety to the local road network or access, however concerns have been raised with respect to the proposed servicing arrangement.

The proposed restaurant would be served by approximately 3 deliveries a week, which would take 15-45 minutes per delivery. Due to the proximity of the proposed loading bay at the front of the site, the LHA have raised concerns that this could cause confusion for visiting vehicle traffic that arrive behind the delivery vehicle due to the proximity of the left hand turn into the car park, and could potentially result in the backing up of traffic onto the adjoining highway network. It should be highlighted that there are no restrictions to vehicles servicing Morrison's or the adjacent Petrol Filling Station.

On this basis Officers have worked with the Agent and it has been agreed that deliveries to the restaurant would take place when Morrison's and the adjoining petrol filling station would not be open to visiting members of the public, i.e. 22:30 – 06:00 (Monday – Saturday) and 17:00 – 06:00 (Sunday). It is recognised that the unloading and loading of vehicles could generate noise and disturbance to neighbours, however there is no alternative servicing arrangement available, and the need to avoid a highway safety hazard is considered to outweigh any temporary noise disturbance generated by a single delivery vehicle.

The car park serving Morrison's Superstore has 606 spaces, 40 disabled spaces and 33 parent and child spaces. The Applicants undertook a parking survey between the hours of 16:00-19:00 on a Friday and 11:00-15:00 on a Saturday. The results demonstrated that on these two days there was a 49% and a 63% occupancy rate. As a result of the proposed development 64 of these spaces would be lost. Despite the loss of car parking and the introduction of a new planning use it is considered that there would be sufficient parking to serve the existing and proposed development.

Letters of representation have raised concerns of traffic, additional congestion and highway safety concerns, however the Local Highway Authority have raised no objection to the proposal.

A Travel Plan has been submitted in support of the proposed development, however the Council's Travel Choice Team have advised that hard copy sustainable travel information, which would include bus timetables and routes, adult cycle training information, walking and cycling information etc., be provided to staff on site, as well as incentives encouraging staff to cycle to work. These measures shall be secured by a compliance condition.

The proposal would provide satisfactory parking to serve the proposed and existing uses on site, and would not constitute a highway safety hazard. Therefore subject to conditions with respect to servicing arrangements, the provision of access and car and cycle parking as well as securing travel plan information the proposal would accord with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

Neighbour Amenity

The proposed development seeks to operate 24 hours per day, 7 days per week. It is understood that Morrison's Food Store and Petrol Filling Station operates until 10PM and 10:30PM Monday to Saturday respectively, and further to reviewing adjoining hot food takeaway businesses these regularly operate until 11PM - 1AM.

The nearest residential properties are the flats situated to the north and first floor flats situated on the opposite side of Lincoln Road. Officers are conscious that the proposed use could result in additional levels of noise and disturbance from vehicles, staff and deliveries visiting the site or using the Drive-Thru facility. As such further to reviewing the proposal and its proximity to existing residential properties it is considered that 24hr opening could result in levels of noise and disturbance which could adversely affect these residents. Therefore taking a precautionary approach and considering the opening hours of other hot food takeaway businesses in the immediate area it is considered reasonable to allow the restaurant and Drive Thru to operate as follows;

Monday - 06:00-01:00
Tuesday - 06:00-01:00
Wednesday - 06:00-01:00
Thursday - 06:00-02:00
Friday - 06:00-02:00
Saturday - 06:00-02:00
Sunday - 06:00-00:00

This would allow the Local Planning Authority opportunity to review the proposal and to address any issues that may arise as a result of the proposed activity taking place in this location.

Officers recognise that deliveries would take place between the hours of 22:30-06:00, however deliveries are understood to be no more than 3x a week and take between 15-45 minutes per delivery, therefore any disturbance would be limited. Given the restricted servicing arrangement, the limited drop off periods and distance to neighbours this arrangement is accepted in this instance.

Details of mechanical ventilation and extraction for the restaurant have not been submitted as part of this application, therefore in the interest of protecting residential amenity these details shall be secured by planning condition.

Subject to restricting the hours of use and securing details of mechanical ventilation by way of planning conditions the proposal would not result in an unacceptably adverse impact on the amenity of neighbouring residents, in accordance with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012).

Other Matters

Saturation of fast food restaurants - Letters of representation has been received questioning the need for the proposal, given that there are 7x other McDonald's restaurants in and around the City, the majority of which have Drive Thru facilities. Officers are aware of this, however there is no policy which allows the consideration of saturation. This application has been considered on its individual merit.

Competition with local businesses - This is not a material planning consideration and cannot be considered.

Litter - The application site would be provided with a number of waste refuse bins within the application site, and it was noted that there are a number of bins situated within the adjacent public realm.

Drainage - The development would be required to accord with Building Regulations.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The proposal has demonstrated that it would be suitably connected to the City Centre by a range of public transport means and that there are no sequentially preferable sites which are currently available that could accommodate the proposed development. As such the proposal is considered to accord with Policies CS15 of the Peterborough Core Strategy DPD (2011), PP9 of the Peterborough Policies DPD (2012) and Paragraph 24 of the NPPF (2012);
- The proposed development would not have an unacceptably harmful impact on the character or appearance of the area, and would therefore accord with Policies CS16 of the Peterborough Core Strategy DPD (2011), Policies PP2 of the Peterborough Policies DPD (2012);
- The proposed development would not unacceptably harm the amenity of adjoining neighbours, and would not exacerbate issues of crime and anti-social behaviour within the area, and would therefore accord with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012); and
- The proposal would not result in a highway safety hazard and sufficient car parking can be provided to serve the existing and proposed development, thereby according with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 and PP13 of the Peterborough Policies DPD (2012).

7 Recommendation

The Director of Growth and Regeneration recommends that Planning Permission is **GRANTED** subject to the following conditions:

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

- C 2 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that any unforeseen contamination encountered during development is dealt with in an appropriate manner in accordance with Policy PP20 of the Peterborough Policies DPD (2012) and paragraph 109 and 121 of the NPPF (2012).

- C 3 The car parking spaces as shown on drawing 6793-AEW_8386_00 04B (Proposed Site Plan) shall be provided on site prior to the occupation of the restaurant hereby approved, and shall thereafter be maintained as such in perpetuity.

Reason: In the interests of Highway safety, in accordance with Policies PP12 and PP13 of the Peterborough Policies DPD (2012).

- C 4 The cycle parking shall be implemented in accordance with Drawing 6793-AEW_8386_00 04B (Proposed Site Plan) and thereafter retained for the purposes of the parking of the bicycles in conjunction with the occupation of the restaurant hereby approved.

Reason: In the interests of providing satisfactory cycle parking and to encourage travel by sustainable modes of transports in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and PP13 of the Peterborough Policies DPD (2012).

- C 5 Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include (but not exclusively the following):-

- o Hours of working;
- o Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles;
- o Site compounds/storage areas;
- o Wheel cleansing facility details;

The construction shall thereafter shall take place in accordance with the approved details.

Reason: In the interests of the amenity of the area and highway safety in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012). This is a pre-commencement condition as these details need to be agreed in writing before development commences.

- C 6 Prior to the occupation of the restaurant hereby approved details of all mechanical ventilation and extraction equipment shall be submitted to and approved in writing by the Local Planning Authority. The information to be submitted shall include manufacturer detailing. Thereafter all equipment shall be implemented in accordance with the approved details and retained and maintained in perpetuity.

Reason: In the interest of protecting the amenity of neighbouring residents, in accordance with Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012).

C 7 The restaurant and drive thru hereby approved shall only operate between the hours listed below, and at no other time.

- Monday - 06:00-01:00
- Tuesday - 06:00-01:00
- Wednesday - 06:00-01:00
- Thursday - 06:00-02:00
- Friday - 06:00-02:00
- Saturday - 06:00-02:00
- Sunday - 06:00-00:00

Reason: In the interest of protecting the amenity of neighbouring occupiers in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012).

C 8 Deliveries shall not take place to the development site hereby approved other than between the hours of 22:30 - 06:00 (Monday - Saturday) and 17:00 - 06:00 (Sunday) unless otherwise agreed in writing with the local planning authority.

Reason: In the interest of preserving the free flow of traffic from the adjoining highway network, in accordance with Policy PP12 of the Peterborough Policies DPD (2012).

C 9 Prior to the occupation of the development hereby approved details of security measures shall be submitted to and approved in writing to the Local Planning Authority. These security measures shall include details of an external CCTV system and lighting to be installed on site. Thereafter the approved CCTV system and lighting shall be implemented in accordance with the approved details and retained and maintained in perpetuity.

Reason: In the interest of crime prevention and anti-social behaviour, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

C10 The development hereby approved shall be implemented in accordance with the submitted Travel Plan (ADL/CC/3384/24A, October 2017). The Travel Plan shall be updated to include measures to improve cycling to the site, as well as provide hard copy sustainable travel information (bus timetables and routes, adult cycle training information, walking and cycling information etc), which shall be made available to staff on site.

Reason: To encourage the use of sustainable modes of transport, in accordance with Policies CS14 of the Peterborough Core Strategy DPD (2011) and PP12 of the Peterborough Policies DPD (2012).

C11 The development hereby permitted shall be carried out in accordance with the following approved plans and reports:

- 6793-AEW_8386_00 01 – Location Plan
- 6793-AEW_8386_00 02B – Block Plan
- 6793-AEW_8386_00 03 – Existing Site plan
- 6793-AEW_8386_00 04B – Proposed Site Plan
- 6793-AEW_8386_00 05 – Proposed Elevations
- 6793-AEW_8386_00 06 – Proposed Internal Layout
- 6793-AEW_8386_00 15B – Landscape Plan
- COD Canopy

- Fencing and Lighting Details

Reason: For the avoidance of doubt and in the interest of proper planning.