

Application Ref:	23/01634/FUL
Proposal:	Change of use from an existing shop (A1) into a micro pub (Sui Generis)
Site:	68 Canterbury Road, Werrington, Peterborough, PE4 6PA
Applicant:	Miss Holli Posnett
Agent:	None
Referred by:	Cllr Sandra Bond
Reason:	Concerns of noise, crime, delivery access, parking and smoking area
Site visit:	11.01.2024
Case officer:	Karen Ip
Telephone No.	01733 4507976 904142
E-Mail:	karen.ip@peterborough.gov.uk
Recommendation:	GRANT subject to relevant conditions

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

Site and Surroundings

The application site is located within the Werrington Local Centre in an area with mixed commercial and residential uses. The commercial uses include a public house, petrol station, restaurant, hot food takeaways, hairdressers, barbers and some retail shops.

The site is an existing commercial unit within a purpose built row of the local centre, with retail, takeaway and office uses at ground floor level and residential flats at first floor level. There is a dedicated access and service yard to the rear of the units accessed via Ripon Close. It is understood that although the unit is now empty, previously, it was used as a butcher shop, a florist, and most recently, the base for an independent Security and Crowd Management company. The lawful use of the site is Use Class E, but historically fell within A1 use class, the Town and Country Planning (Use Classes) Order was amended in 2020 with the A1 use class now falling within Use Class E.

There are 16 unrestricted parking spaces to the front of the site which serves the row of purpose built shops and flats including the Application site. Although Canterbury Road is not on a bus route, there are several bus stops close by within walking distance to this local centre.

Proposal

The applicant is seeking planning permission for the change of use from an existing shop (formally use class A1, now use class E) into a micro pub (Sui Generis).

The proposal is exclusively for the change of use of the unit, which includes the reconfiguration of the unit internally, the reinstallation of an external condenser unit to re-use the purpose built chiller room which already exists. The proposed plans show the existing office space to be changed to a bar with fridges along the back, with the remaining floor space to the front to be used as the seating area.

The supplementary information also includes an area to the south of the service yard to the rear which would be used as a smoking area.

2 Planning History

T6473 Erection of shops garages and bungalows
(1-8 inc. Rippon Close, 52-54 Canterbury Road, 58-72 Canterbury Road (shops) c 12.4.61

3 Planning Policy

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

Peterborough Local Plan 2016 to 2036 (2019)

LP12 - Retail and Other Town Centre Uses

Development should accord with the Retail Strategy which seeks to promote the City Centre and where appropriate district and local centres. Retail development will be supported within the primary shopping area. Non retail uses in the primary shopping area will only be supported where the vitality and viability of the centre is not harmed. Only retail proposals within a designated centre, of an appropriate scale, will be supported. A sequential approach will be applied to retail and leisure development outside of designated centres.

The loss of village shops will only be accepted subject to certain conditions being met. New shops or extensions will be supported in connection with planned growth and where it would create a more sustainable community subject to amenity and environmental considerations provided it is of an appropriate scale.

LP13 - Transport

LP13a) New development should ensure that appropriate provision is made for the transport needs that it will create including reducing the need to travel by car, prioritisation of bus use, improved walking and cycling routes and facilities.

LP13b) The Transport Implications of Development- Permission will only be granted where appropriate provision has been made for safe access for all user groups and subject to appropriate mitigation.

LP13c) Parking Standards- permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

LP13d) City Centre- All proposal must demonstrate that careful consideration has been given to prioritising pedestrian access, to improving access for those with mobility issues, to encouraging cyclists and to reducing the need for vehicles to access the area.

LP16 - Urban Design and the Public Realm

Development proposals would contribute positively to the character and distinctiveness of the area. They should make effective and efficient use of land and buildings, be durable and flexible, use appropriate high quality materials, maximise pedestrian permeability and legibility, improve the public realm, address vulnerability to crime, and be accessible to all.

LP17 - Amenity Provision

LP17a) Part A Amenity of Existing Occupiers- 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.

LP17b) Part B Amenity of Future Occupiers- Proposals for new residential development should be designed and located to ensure that they provide for the needs of the future residents.

4 Consultations/Representations

PCC Conservation Officer (13.02.24)

No objections - This property lies outside of the conservation area and does not affect any heritage assets.

In terms of good design, it would be pertinent to understand what external plant and equipment (if any) may be required to facilitate the new use as a micro-pub and to ensure that any such plant will not spoil the external appearance of the building.

PCC Peterborough Highways Services (25.01.24)

The LHA objects to proposal because of lack information. The applicant needs to demonstrate they have rights to use the delivery yard at the back of the premises, which is currently outside the red line.

Deliveries from the front directly off Canterbury Road would not be acceptable as it would be contrary to policy LP13 of the Adopted Peterborough Local Plan.

Ideally cycle provision for employees should be provided to the rear of the premises if scope for this can be achieved.

PCC Peterborough Highways Services (05.03.24)

The LHA objects to the proposal because of lack of information. The applicant is required to:

- Show the cycle rack, timber "lean-to", cellar cooling plant, and smoking shelter fully dimension in the relation to the external door, garages, delivery area.
- Demonstrate the parking spaces being provided on a plan.
- Demonstrate bin storage location on a plan.
- Show a plan with dimensions of the yard.

PCC Conservation Officer (22.02.24)

No objections - This property lies outside of the conservation area and does not affect any heritage assets.

In terms of good design, it is understood that new chiller unit is to be positioned to the rear of the building in a location of a similar unit (since removed).

Police Architectural Liaison Officer (PALO) (15.01.24)

The ward is in an area of medium risk, however, the street appears to be of low vulnerability to crime based on the figures. If proposal is to be approved, points to consider are CCTV, CCTV signage, external lighting, and alarm system.

Police Architectural Liaison Officer (PALO) (19.02.24)

Cycle Racks – visitors and staff

Sheffield stands should be root fixed 300mm into the concrete flooring and facilitate the locking of both wheels and the frame. Positioned in view of active windows for good surveillance, covered by CCTV and are well lit for the safety of the user and reduce the risks of theft.

Werrington Neighbourhood Council (12.01.24)

Werrington Neighbourhood Council is supportive of this application being an excellent addition to the facilities and services of the area as well to the wider Werrington Community. We are pleased to see renewed life in one of the three empty shops in Canterbury Road. We also regret very much the closure of the important community asset which was the Ploughman, and welcome a new if smaller initiative.

There are three issues we would like to see considered in detail in the interests of local residents:

- The car parking spaces mentioned are used by the eight tenants of the block and by other adjacent residents. There is no alternative parking other than outside local houses. It must be assumed that some visitors to the micro pub will arrive by car.

There is mention of visitors arriving by cycle and census figures show that high numbers of Werrington residents do cycle locally but there is no provision for cycle parking outside the premises.

There are flats above the premises and houses opposite so nuisance from noise must be manageable with any seating and smoking locations reflect this, late opening hours considered and are there plans for amplified music?

PCC Pollution Team (22.01.24)

Character noise is unlikely to be able to be contained from this type of use. If minded to approve, recommendations for conditions:

- Before the development commences a scheme should be agreed with the local planning authority which specifies the provisions to be made for the control of noise emanating from the site. These provisions could include physical and/or administrative measures.

- The LPA should also place a suitable restriction upon opening hours; and also a restriction on amplified music and music performances.

- Where non-residential development is to be undertaken juxtaposed with residential, the transmission of noise through walls/floors/ceilings to adjacent neighbouring premises will also require consideration. Adjoining floors/walls/ceilings should be required to meet a minimum sound insulation specification of 53dB Dnt,w+Ctr (This is a level 10 dB greater than that specified in Building Regulations Approved Document E). Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value DnT,w and Ctr dB of at least 10dB above the Building Regulations value, for the structures separating the development from the existing residential premises. A post completion noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

- The premises requires chiller plant associated with the cellar operations. Should the Local Planning Authority be minded to approve this application, further details of the nature, location and noise level associated with the plant should be required for consideration.

PCC Licencing Team

No comments received.

Local Residents/Interested Parties

Initial consultations: 25

Total number of responses: 91

Total number of objections: 47

Total number in support: 44

91 letters of representation and 1 Councillor comment was received, through 2 consultations. There were 44 letters of support and 47 letters of objections, raising the following planning concerns summarised below:

- The garages to the rear are used and should not be blocked
- Parking is limited in the area, concerns of additional vehicles blocking Ripon Close
- Inconsiderate parking is a nightmare as existing - this will make it worse

- Suggestion that customers would walk or use public transport is unrealistic
- There is a covenant on the delivery yard to allow access to rear of shops and garages at all times
- There is a covenant restricting the sale of alcohol on this row of shops
- There is already issue with delivery vehicles struggling with access
- The applicant is incorrect to state the garages are not in use - They are in fact in use and access is required
- Works have already started in the unit prior to permission being granted
- There is no need for another pub in Werrington - There are already enough pubs and restaurants that serve alcohol
- There is already a drinking establishment in the area - another is likely to cause noise and nuisance
- Opening hours 7 days a week to midnight would bring more disruption to residents
- Smoking area will bring noise and light pollution to the area
- Customers would gather and smoke at the front of the premises
- It would lead to people drinking outside, obstruct the footway and increase ASB, especially in the summer
- Concerns regarding noise from loud music and drunks leaving the establishment

Cllr Sandra Bond comment (in addition to call in to committee):

The applicant keeps on referring to the Frothblowers Storrington Way Werrington. There are differences between the proposed micro-pub and the Frothblowers.

Frothblowers - the homes above the Frothblowers are maisonettes.
The proposed Micro-pub - the homes above are flats.

Frothblowers - there is a floor between the sleeping area of the maisonettes and the Frothblower.
The proposed Micro-pub - the sleeping area of the flats are directly above the proposed Micro-pub.

The Frothblowers - the entrances to the maisonettes are at the back access is up a flight of stairs.
The proposed Micro-pub - the entrances to the flats are at the front, in close proximity to the proposed Micro-pub.

The Frothblowers - there is a large car park behind the Frothblowers offering twice as many car park spaces than the Frothblowers.
The proposed Micro-pub will share 16 car park spaces situated at the front of the premises (two spaces being disabled bays).

The Frothblowers - the service yard has two entrances/exits and no garages.
The proposed Micro-pub - the service yard has one entrance/exit with garages in use.

5 Assessment of the planning issues

The main considerations are:

- a) The principle of development**
- b) Design and impact to the character and appearance of the site and the surrounding area**
- c) Neighbour Amenity**
- d) Parking and Highway Safety**
- e) Other Matters**

a) The Principle of Development

Policy LP12 states, the overall strategy is to direct retail development and uses to the City centre, district and local centres. In turn, this will protect, support, and where necessary regenerate, existing District Centres and Local Centres to ensure they continue to cater for the needs of the communities they serve.

The current lawful use for the unit is A1 use, as per ref T6473, permitted in 1961.

The use class order was updated 1st Sept 2020, whereby Use Class E more broadly covers uses previously defined in the revoked Classes A1/2/3, B1, D1(a-b) and 'indoor sport' from D2(e). As such, the existing use class for the application site now allows for a wide range of commercial activities within permitted development including gyms, restaurants, and medical/health services. The application recognises the historic A1 use of the building, which would convert to Class E(a) and as such the development has the ability to change use across the full spectrum of Class E uses, this is a material consideration in the assessment of this application.

LP12 recognises that there should be a reasonable proportion of Class A1 retail (now Class E) units to maintain the viability of the centre. The policy also says 'Within the PSF of the District Centres or within Local Centres, planning permission for any non-A1 use at ground floor level will only be granted if the development would maintain or enhance the vitality and viability of the centre and appearance of the frontage.'

The proposal is sited within one of Peterborough's local centres. The unit is sited within the Werrington Local Centre and the proposal seeks the change of use from an existing vacant unit which was last used as Class E to a micro pub (sui generis) use. The proposed use would put an existing unit back into use, and although it would not be retail use, the proposed Micro Pub would diversify the offering within the local centre, and would attract footfall to the area, cater for the community and in turn, enhance the vitality and viability of the centre.

In terms of appearance, the proposed change would not appear out of place within a Local Centre. There have already been similar businesses set up in similar mixed use areas, such as The Frothblower in Storrington Way ref 16/01209/FUL and The Wonky Donkey in Fletton ref 18/01405/FUL.

In principle, the proposed uses are considered appropriate within the identified Local Centre and therefore adheres to LP12 of the Peterborough Local Plan.

b) Design and impact to the character and appearance of the site and the surrounding area

The external appearance of the site would remain largely unchanged. There would be a slight change to the rear of the site, in which an external condenser unit would be re-installed in order to re-use the purpose built chiller room and an area to the rear would be used as an outdoor smoking area. In terms of visual appearance, neither of the changes would impact the public realm as it would be screened by existing buildings and boundaries.

The character of the area would remain the same as the proposed change of use would still fit within the mixed commercial and residential usage already established. With regards to the use being a drinking establishment it is noted that there is already a large public house (The Cock Inn), a restaurant (Banyan Tree) and a takeaway (New World) within the local centre, which already has a degree of night time economy.

The Council's Conservation officer has advised no objections to the proposal as the design will not affect any heritage assets.

Cambridgeshire Constabulary has been consulted and has raised no objections to this proposal. They have advised that the ward is in an area of medium risk, however, the street itself appears to be of low vulnerability to crime based on the figures. They have also advised that if proposal is to be approved, points to consider are CCTV, CCTV signage, external lighting, and alarm system, which the applicant has confirmed would be installed.

Officers note that by increasing night time economy, there is opportunity for rise in crime, despite the current vulnerability classified as low. It is also accepted that no amount of measures would

stop crime in the general sense, however, the crime deterrent measures proposed would be in place to deter the increase of crime, and the installation of these crime deterrent methods shall be secured by conditions.

As such, the proposed change of use would not appear visually prominent or unacceptably detract from the character or appearance of the area due to the existing varied uses within the local centre, and consideration for designing out crime has been included.

On this basis, the proposal would not result in unacceptable harm to the character, appearance or visual amenity of the surrounding area and is therefore in accordance with Policy LP16 of the Peterborough Local Plan(2019) and Para 96 of NPPF (2023).

c) Neighbour Amenity

As the proposed site is within a mixed use, commercial and residential area, the consideration of residential amenity is required. It is noted that the residential flats above is accessed from the street front, and there would be no change in this as a result of the proposed use.

Due to the nature and character of micro pubs, these are considered to be different from larger public houses in that they are tailored towards a smaller crowd (around 30-40 customers in this case), with a more specific range of drinks, usually real ales. It is acknowledged that micro pubs are somewhat different from the conventional larger pubs and in general they tend to be quieter drinking establishments. These tend to be smaller, one room pubs which do not serve food, promote real ales and conversations. In addition to this, through conversations with Pollution Control Officers, it is understood that the other existing micro pubs, namely The Frothblowers and The Wonky Donkey, which are both located in similar mixed-use areas, and are close to residential dwellings, have not resulted in any noise complaints to date.

As mentioned above, the lawful use class as existing is Class E, so therefore the fallback position is that there could be a number of uses that the unit could be used for without involvement with the LPA. This application allows intervention from the LPA and the ability to assert controls on the use.

Considerations have to been given to the impact on residential amenity in line with Pollution Control concerns and advice. In order to reduce harm to residential amenity, consideration must be given to the impact on the noise character through control of opening hours, sound proofing and the condenser unit.

Opening Hours

The applicant has proposed opening hours of Monday to Friday 12pm - 10.30pm, Saturday 10am - 10.30pm and Sunday 10am - 8pm. They have advised that no alcohol would be served before 12pm and that they will be applying for licence to allow for the sale of alcohol up to 11pm.

It is noted that the takeaway at no.56, which operates 6 days a week, closes at 10.30pm. The public house within the same local centre is open 7 days a week, Monday to Sat 12pm - 11pm and Sunday 12pm to 10.30pm.

Officers consider the proposed hours to be reasonable and would not extend overly late into the night. Given that there is already a public house in the same local centre, the proposed hours would largely match existing night time economy within this row of units, and would be open no later than the existing takeaway, which closes at 10.30pm. As such, Officers are minded to support these proposed opening hours. The licencing scheme is a separate legislation process outside of the planning process.

In terms of the concerns from neighbours regarding noise which could result from customers leaving the premises, it is considered that level of noise would be no different from customers leaving from a restaurant, which is one of the uses under class E that the unit could be used at without intervention from the LPA.

Sound proofing

Due to the site being located below a residential flat, adequate sound proofing must be installed to mitigate noise transfer from the ground floor unit to the first floor residential flat. Specific details shall be required to be submitted and agreed with prior to installation by condition.

Music

Due to the proximity to residential flats and dwellings, restrictions shall be conditioned for no amplified or live music to be allowed in association with this change of use. This is to protect residential amenity.

Condenser unit

The applicant has advised that they do not have information on the proposed condenser unit to be installed yet, so the details shall be required by condition prior to installation.

Smoking area

The proposed smoking area would be to the furthest south of the service yard to the rear of the site, located in the corner between the cold store and the end garages. The area is accessed through the premise. With regards to the residential flat above the premise, there is a window above the proposed area, however the window is understood to serve the landing area of the flat, and not a primary habitable room so the potential impact of harm is less.

The closest residential dwelling is no.1 Ripon Close. The proposed smoking area would be 10.5m away from the rear shared boundary and 21.9m away from the rear elevation of this dwelling. The closest distance would be with the hairdressers named Six which is directly opposite the proposed smoking area, 6m away, separated by a 1.8m fence.

As highlighted earlier in the report, the site could already be used by a number of permitted uses under Class E, including the use as a restaurant. Any use type could include an area for smoking, as a smoking area does not strictly require permission from local authority. Planning Permission is only required if a smoking shelter was being proposed. As no drawings or plans have been submitted with this application, therefore the shelter is not being considered.

It is understood that due to the type of proposed use, it is likely that the smoking area would be most used in the evenings. To mitigate the inevitable noise and disturbance from people smoking and conversing, for the protection of residential amenity, a condition shall be imposed that this area must not be used for outdoor drinking.

With regards to Pollution Control's request to specify provisions to be made for the control of noise emanating from the site, it is understood that this would be to control the behaviour of the users, which would be deemed beyond planning controls as planning matters can only control the land use.

In light of the above, the proposed development would not result in an adverse amenity impact when assessed against the existing lawful use and as such, would not be contrary to Policy LP17.

d) Parking and Highway Safety

Policy LP13 point 6.8.4 says "The policy for transport aims to reduce the need to travel by private car and helps to deliver a sustainable transport package capable of supporting growth and the council's Environment Capital aspirations." The site is located within a local centre, it is also accessible on foot or by public transport with a bus stops nearby.

Appendix C provides a maximum parking standard of one space per 15sqm, equating up to 8 vehicular parking spaces. It is stressed this is a maximum standard and the premises has been in operation for a number of years as a commercial premises. Furthermore, the existing lawful use of the building is for a Class E (A1) premises, which has the ability to lawfully change use any of the other Class E uses, such as restaurant, gyms, GP/medical facilities and indoor leisure facilities.

Therefore, the focus of the assessment is based upon any intensification of the proposal compared to the existing lawful uses.

It is understood to the east of the building are 16 vehicle parking spaces, which serve not only this unit but also the other commercial premises and the first floor residential flats. It is recognised these are historic parking spaces for the commercial units and flats, however these have not been included in the red line boundary given these cannot be allocated/secured by way of condition.

The LHA have made a number of requests for further information, resulting in an objection. However, each one of these requests will be addressed below:

As an existing commercial premise, the unit has an existing waste storage area to the rear within the service yard. Details can submitted and agreed in order to ensure that the proposed siting would not obstruct the garages or access to them.

In response to Local Highways Authority concerns, the applicant have confirmed that deliveries would be via the service yard and they have access and use of the service yard.

The request for cycle storage is noted, however there is no reasonable means to incorporate internal cycle storage within the building and it would be unreasonable to provide public cycle parking within a service yard, which can have deliveries and vehicle movements. Furthermore, it is acknowledged there is limited area in the service yard to establish staff parking (1 full time equivalent employee) without restricting turning area, garages or rear entrances to the adjacent units. These only leaves the public highway, however this land to the east of the building, which is outside the applicants ownership and could extend into the pedestrian footpath.

In light of the above, the proposed development would not result in an adverse highway safety impact and would not result in an intensification on the highway network when assessed against the existing lawful use and as such would not be contrary to Policy LP13.

e) Other matters

Public representations have expressed concern with creating competition with local businesses. Whilst competition isn't a material consideration, the vitality, viability and regeneration of the area has been assessed in part (a) and the proposal is considered to positively establish a new community facility.

One representation presented a copy of land registry regarding the covenant on the land and access to be kept free. However, a covenant is a civil matter and not a material planning consideration.

With regards to works and internal fit outs having started prior to the granting of permission - this is at the applicant's own risk. The LPA has not predetermined this application and the assessments are made based on information provided.

Saturation of drinking establishments - Letters of representation has been received questioning the need for the proposal, given that there are a number of other public houses and restaurants that serve alcohol. Officers are aware of this, however there is no policy which considers saturation. This application has been considered on its individual merit.

Concerns regarding existing inconsiderate parking - Officers note these concerns, however, it is understood that inconsiderate drivers and cyclists can be found in any location and this issue is not limited to this site nor the proposed change of use of this business unit. The abuse of these spaces is an existing issue and not an issue that could be fixed or enforced by planning conditions.

Whilst its mentioned in the support document regarding a smoking shelter, the application includes no elevational details or location of the shelter and the application is purely for the change of use of

the premises.

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.

7 Recommendation

The Executive Director of Place and Economy recommends that Planning Permission is **GRANTED** subject to the following condition

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

- Location plan
- Block plan
- Proposed floor plan

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

- C 3 The micropub hereby approved shall only operate between the hours listed below and at no other time.

- Monday to Friday 12pm - 10.30pm
- Saturday 10am - 10.30pm
- Sunday 10am - 8pm.

Reason: In the interest of retaining the opening hours of the Local Centre and protecting the amenity of neighbouring occupiers in accordance with Policies LP16 and LP17 of the Peterborough Local Plan (2019).

- C 4 Prior to installation and operation, the full details of the make, model, location, sound power level and frequency spectrum data of any mechanical plant shall be submitted to and approved in writing by the Local Planning Authority. The information shall demonstrate that the mechanical plant is in compliance with the noise levels specified in condition 5 below. Thereafter the development shall be implemented in accordance with the approved details, including any necessary mitigation, and shall thereafter be retained and maintained as such in perpetuity.

Reason: In order to protect and safeguard the amenity of the area and neighbouring residents, in accordance with Policy LP17 of the Peterborough Local Plan (2019) and paragraph 191 (a) of the National Planning Policy Framework (2023).

- C 5 Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value DnT,w and Ctr dB of at least 10dB above the Building Regulations value, for the structures separating the development from the existing residential premises. A post completion noise assessment shall be carried out to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: Protecting the amenity of neighbouring occupiers in accordance with Policy LP17 of the Peterborough Local Plan (2019).

- C 6 No amplified or live music shall be played at the development hereby permitted at any time.

Reason: Protecting the amenity of neighbouring occupiers in accordance with Policy LP17 of the Peterborough Local Plan (2019).

- C 7 Prior to commencement of the use, details of the location of storage of waste shall be submitted to and agreed in writing by the local planning authority in order to ensure that the proposed siting would not obstruct the garages to the rear or access to them.

Reason: In order to ensure the waste storage siting would not restrict access to the existing garages, in accordance with Policy LP16 of the Peterborough Local Plan (2019).

- C 8 Prior to the commencement of the use, details of the external lighting, CCTV, CCTV signage and alarm system shall be submitted to and agreed in writing with the Local Planning Authority. These measures shall be implemented prior to the commencement of use and maintained in perpetuity.

Reason: In the interest of crime prevention and anti-social behaviour, in accordance with LP16 and protecting the amenity of neighbouring occupiers in accordance with Policies LP16 & LP17 of the Peterborough Local Plan (2019).

- C 9 The activity as a micro-pub shall only operate from within the building and no external tables and/or seating shall be provided to the front or rear of the building at any time.

Reason: In order to ensure that no undue noise and disturbance is created for the nearby residents in accordance with Policy LP17 of the Peterborough Local Plan (2019).

Copies to Councillors – Councillor Judy Fox
Councillor John Fox
Councillor Stephen Lane

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