

Application Ref: 24/00897/FUL

Proposal: Two 3no bedroom dwellings with parking area

Site: Toll Bar House, Shrewsbury Avenue, Woodston, Peterborough

Applicant: Mr Godsent Imafidon
Everliving services ltd

Agent: Mr Matthew Taylor
Taylor Planning and Building Consultants

Referred by: **Councillor Skibsted**

Reason: Adverse impact to neighbouring amenity (No.8 Latham Avenue) and Highway concerns.

Site visit: 23.08.2024

Case officer: Connor Liken

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Recommendation: **GRANT** subject to relevant conditions

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

Site and Surroundings

The application site comprises a parcel of land to the rear of the building Toll Bar House which is accessed via Shrewsbury Avenue. The site is served by a private car park to the rear of site and there are several residential properties to the north, west and south of the site. To the immediate north- east of the site are two blocks of single storey garages that serve the residential dwellings at Shrewsbury Court. Toll Bar House has been converted to 10 one bed flats under prior approval reference 20/00945/PRIOR.

Proposal

Planning permission is sought for the erection of 'Two 3no bedroom dwellings with parking area'.

Access is proposed via Shrewsbury Court.

The existing public footpath running through the site will be retained.

Pre-Amble

A previous application was submitted under reference 21/00905/FUL which sought permission for 4no. one-bedroom flats and 4no. car parking spaces. Officers raised concerns relating to the design and character impact, future occupier amenity and highway concerns. The applicant withdrew the application.

Planning permission was subsequently granted for '2no. one-bedroom flats, 6no. car parking spaces, with private amenity area, bin storage and cycle store' under planning reference 22/01296/FUL. This permission forms a material planning consideration that forms part of the assessment of the current application (fall-back position).

2 Planning History

Reference	Proposal	Decision	Date
22/01296/FUL	Proposed 2no. one-bedroom flats, 6no. car parking, with private amenity area, bin storage and cycle store	Permitted	17/02/2023
21/00905/FUL	Proposed 4no. one-bedroom flats, 4no. parking spaces, private amenity area, bin storage and cycle store. Proposed 2no. additional parking spaces to Toll Bar House	Withdrawn by Applicant	27/09/2021
20/00945/PRIOR	Conversion from office (Class B1(a)) into up to 10 dwellings (Class C3)	Prior Approval Permitted	11/09/2020

3 Planning Policy

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

National Planning Policy Framework (2023)

Section 2 – Achieving sustainable development

Section 4 – Decision-making

Section 9 – Promoting sustainable transport

Section 12 – Achieving well-designed and beautiful places

Section 15- Conserving and enhancing the natural environment

Section 16 – Conserving and enhancing the historic environment

Peterborough Local Plan 2016 to 2036 (2019)

LP01 - Sustainable Development and Creation of the UK's Environment Capital

The council will take a positive approach that reflects the presumption in favour of sustainable development within the National Planning Policy Framework. It will seek to approve development wherever possible and to secure development that improves the economic, social and environmental conditions in the area and in turn helps Peterborough create the UK's Environment Capital.

LP02 - The Settle Hierarchy and the Countryside

The location/scale of new development should accord with the settlement hierarchy. Proposals within village envelopes will be supported in principle, subject to them being of an appropriate scale. Development in the open countryside will be permitted only where key criteria are met.

LP03 - Spatial Strategy for the Location of Residential Development

Provision will be made for an additional 21,315 dwellings from April 2016 to March 2036 in the urban area, strategic areas/allocations.

LP08 - Meeting Housing Needs

LP8a) Housing Mix/Affordable Housing - Promotes a mix of housing, the provision of 30% affordable on sites of 15 or more dwellings, housing for older people, the provision of housing to meet the needs of the most vulnerable, and dwellings with higher access standards

LP8b) Rural Exception Sites- Development for affordable housing outside of but adjacent to village envelopes may be accepted provided that it meets an identified need which cannot be met in the village, is supported locally and there are no fundamental constraints to delivery or harm arising.

LP8c) Homes for Permanent Caravan Dwellers/Park Homes- Permission will be granted for permanent residential caravans (mobile homes) on sites which would be acceptable for permanent dwellings.

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.

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.

LP19 - The Historic Environment

Development should protect, conserve and enhance where appropriate the local character and distinctiveness of the area particularly in areas of high heritage value.

Unless it is explicitly demonstrated that a proposal meets the tests of the NPPF permission will only be granted for development affecting a designated heritage asset where the impact would not lead to substantial loss or harm. Where a proposal would result in less than substantial harm this harm will be weighed against the public benefit.

Proposals which fail to preserve or enhance the setting of a designated heritage asset will not be supported.

LP28 - Biodiversity and Geological Conservation

Part 1: Designated Site

International Sites- The highest level of protection will be afforded to these sites. Proposals which would have an adverse impact on the integrity of such areas and which cannot be avoided or adequately mitigated will only be permitted in exceptional circumstances where there are no

suitable alternatives, overriding public interest and subject to appropriate compensation. National Sites- Proposals within or outside a SSSI likely to have an adverse effect will not normally be permitted unless the benefits outweigh the adverse impacts.

Local Sites- Development likely to have an adverse effect will only be permitted where the need and benefits outweigh the loss.

Habitats and Species of Principal Importance- Development proposals will be considered in the context of the duty to promote and protect species and habitats. Development which would have an adverse impact will only be permitted where the need and benefit clearly outweigh the impact. Appropriate mitigation or compensation will be required.

Part 2: Habitats and Geodiversity in Development

All proposals should conserve and enhance avoiding a negative impact on biodiversity and geodiversity.

Part 3: Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact as the first principle. Where such impacts are unavoidable they must be adequately and appropriately mitigated. Compensation will be required as a last resort.

LP29 - Trees and Woodland

Proposals should be prepared based upon the overriding principle that existing tree and woodland cover is maintained. Opportunities for expanding woodland should be actively considered. Proposals which would result in the loss or deterioration of ancient woodland and or the loss of veteran trees will be refused unless there are exceptional benefits which outweigh the loss. Where a proposal would result in the loss or deterioration of a tree covered by a Tree Preservation Order permission will be refused unless there is no net loss of amenity value or the need for and benefits of the development outweigh the loss. Where appropriate mitigation planting will be required.

LP32 - Flood and Water Management

Proposals should adopt a sequential approach to flood risk management in line with the NPPF and council's Flood and Water Management SPD.. Sustainable drainage systems should be used where appropriate. Development proposals should also protect the water environment.

LP33 - 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.

4 Consultations/Representations

PCC Pollution Team

No objection.

Open Space Officer

No objection.

Lead Local Drainage Authority

No objection, subject to conditions.

Archaeological Officer

No objection, in principle subject to condition.

PCC Peterborough Highways Services

Objection.

Parking plan for Toll Bar House required.
Trip generation to compared extant planning permission.
Improvement to vehicular access along with swept path analysis.

PCC Tree Officer

Objection, on arboricultural / landscape grounds.

An Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan are required to be submitted.

Orton Longueville Parish Council

Objection.

Supports the objection reports submitted by Officers from Highways, Public Rights of Way, Open Space Management, Archaeology Services.

PCC Rights of Way Officer

Right of Way needs to be maintained.

Wildlife Conservation (Barn Owls)

No comments received.

Cambridgeshire Fire & Rescue Service

No comments received.

Waste Management

No comments received.

Local Residents/Interested Parties

Initial consultations: 26
Total number of responses: 5
Total number of objections: 5
Total number in support: 0

During the consultation period, five objections were received. A summary can be found below.

Note: Four of the objections were received from the same address.

- Proposal would impact on the provision of natural light and air.
- Adverse overlooking onto No.8 Latham Avenue from a two-storey structure, impacting on privacy.
- Would worsen the demand for parking at Toll Bar House, with cars spilling onto the public highway.
- Concern raised over the loss of the Public Right of Way.

5 Assessment of the planning issues

The main planning considerations are:

- Principle of development
- Design and character of the site and surrounding area
- Neighbour amenity

- Future occupier amenity
- Highway safety
- Trees
- Other

a) Principle of development

The application site falls within the settlement boundary of the City of Peterborough. Together with Policy LP03 (Spatial Strategy for the Location of Residential Development), development is steered towards areas with existing and best access to services and facilities, helping reduce the need to travel.

As such, the principle of residential development situated within the City of Peterborough can be considered in principle, subject to satisfactory assessment against the following matters.

b) Design and character of the site and surrounding area

Policy Context

The National Design Guide was adopted in 2021, The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This National Design Guide illustrate how well-designed places can be achieved in practice.

Matters of context are discussed within Paragraphs 38-49 of the National Design Guide (2021), however, Paragraph 43 is most pertinent, which states, 'well-designed new development is integrated into its wider surroundings ... it is carefully sited and designed and is demonstrably based on an understanding of the existing situation. Patterns of built form ... inform the layout, grain, form and scale [and] the architecture prevalent in the area, including the local vernacular and other precedents that contribute to local character, to inform the form, scale, appearance, details and materials of new development.

Discussion

The layout and scale of the proposed development is not dissimilar to the extant planning permission (22/01296/FUL). This fallback position is a material consideration and must be given due weight in the planning balance

The street scene has a varied character with Toll Bar House, a buff brick and glazed two storey former office building with a shallow roof pitch in contrast to the Shrewsbury Court buildings which are mono pitched two storey structures and the garage block a single storey mono-pitched structure. The proposal would be of a scale and form, typical of a two storey dwellings in the area and would be set back from the street scene behind the garage block and in between Toll Bar House and the Shrewsbury Court Nos. 25 to 32 building. It would therefore not adversely impact the site and the appearance and character of the surrounding area.

Whilst the application site could be considered back-land development, Officers consider that the in this case it would not be out of character.

A condition will be appended securing details of materials to ensure that an appropriate material finish is carried out for the proposal.

In light of the above it is considered that the proposal is in accordance with Policy LP16 of the Peterborough Local Plan (2019), Section 12 of the National Planning Policy Framework (2023) and the National Design Guide (2021).

c) Neighbour Amenity

Context

Whilst there are no prescribed separation distances in Local or National Policies, the following distances are widely accepted by Councils across England. As a minimum, a back-to-back separation distance of 21 metres between a facing principal windows and/or primary amenity area is provided, 18 metres where this relationship would be off-set, or 14 metres where a principal window faces onto a blank two storey building. Where a three-storey building faces a two-storey building, a separation distance of 25m would be expected. In areas where there are very good levels of privacy and amenity, these distances would be expected to be exceeded.

Discussion

Due to the location of the application site, several properties could be impacted upon.

i) Toll Bar House

The proposal would be located approximately 17m away from Toll Bar House, and it is considered the proposed relationship between the two buildings would not result in an adverse level of impact on the amenity of the occupiers of Toll Bar House. The proposal is located a sufficient distance away to avoid an adverse level of overbearing impact on Toll Bar House. The proposal includes windows on the front elevation which would face the car park of Toll Bar House, and it is considered that the proposal would not result in an adverse level of overlooking impact on the main amenity rooms of Toll Bar House. Further given the proposed location of the site it is considered that the proposal would not result in an adverse level of overshadowing impact on the residents of Toll Bar House.

ii) Shrewsbury Court

The proposal is located adjacent the garage court and to a path that runs alongside the Shrewsbury Court building to the garage court. The gardens of the properties at Shrewsbury Court are located on the other side of the path adjacent the application site, the path is approximately 1m wide. The proposal would be set off the rear boundary by at least 1.8m and off the side boundary by 1m, the separation distance from the proposed building to the side boundary of the gardens of Shrewsbury Court is approximately 2m. The proposal would be separated by approximately 7m, however, the proposed development is set to the side of the Shrewsbury Court building, and it is considered that the proposed orientation and relationship would not result in any adverse level of overbearing impact on the amenity of the residents at Shrewsbury Court.

Further, the Shrewsbury Court building has south facing gardens and it is considered that any impact from overshadowing on the closer units to the application site would be limited to late afternoons in summer and evenings in winter, and on balance it is considered that an impact on overshadowing and natural light provision would be unacceptably adverse.

Finally, it is noted that the proposal includes rear facing windows. It is understood that on the previous planning permission, permitted development rights were removed for the insertion of first-floor windows on the rear elevation. In this instance, the rear windows would serve a bathroom, which would be obscure glazed and bedroom 2, which again would be obscure glazed to a height of not less than 1.5m above internal finished floor level. Officers take the view whilst inevitably there would be a degree of intervisibility, this would only be in relation to the closet neighbouring property off Shrewsbury Court. Combined with the orientation and relationship between the two plots, together with a condition to ensure the windows to the rear remain obscure glazed with restricted openings, Officers are of the view that any impact would not be unacceptably adverse.

iii) Latham Avenue

The proposal would be located 26m from the rear elevation of No.8 Latham Avenue, increasing to 28/30m for both neighbouring properties. During the consultation period, numerous representations were received from No.8 objecting to the proposal based on overlooking and a loss of privacy. As above, there would inevitably be a degree of intervisibility, as in any typical suburban context. Whilst objectors' concerns are noted, the separation distance of 26m is significantly above the 21m

“rule of thumb”. Furthermore the first floor rear windows would be partially obscure glazed with restricted opening and also at an angle from numbers 7 and 8 and therefore not directly facing. Permitted development rights for the insertion of first-floor rear windows will also be removed.

Taking into account the above, there would not be an unacceptably adverse impact from overlooking. The scale, orientation and separation distance would also ensure there would be no unacceptable overbearing impact.

As such, subject to conditions, the proposal would be, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

d) Future Occupier Amenity

The proposal provides sufficient space in terms of internal floor sizes as well as external private amenity areas. Further, the main habitable rooms are provided with sufficient natural light provision as well as natural outlook that provides a good level of future occupier amenity. Finally, the proposal is of a reasonable size and the proposal has been stacked with the same uses to avoid poor internal design.

It is considered therefore that the proposal would provide a good level of future occupier amenity in accordance with Policy LP17 of the Peterborough Local Plan (2019).

e) Highway Safety

The Local Highways Authority (LHA) have raised an objection due to an inadequate assessment on the full highway impact. It was requested that details of trip generation associated with the extant permitted use of the site is compared against the proposed use. If an intensification is noted, then the LHA would expect access improvements.

On the previous planning permission, the LHA had no objection, noting that the development would unlikely result in an intensification of use given the existing use of Toll Bar House as 10 flats. It was also noted that sufficient parking was proposed.

While the proposal is for two 3-bed dwellinghouses rather than the extant permission for two 1-bed flats, the parking requirement for the site would increase by two vehicles, which can be easily accommodated within the site boundary, clear of the car park serving Toll Bar House. Officers take the view that a potential extra 4 vehicular movements (two cars leaving / entering) a day would unlikely result in a significant intensification of use such as to require upgrades to the access.

Conditions are recommended relating to parking / turning facilities, cycle parking, temporary facilities (clear of the right of way) and lighting.

Notwithstanding the concerns of the LHA, the proposal is considered to be in accordance with Policy LP13 of the Peterborough Local Plan (2019).

f) Trees

The City Council's Tree Officer has stated that further information on arboricultural / landscape grounds is required on the grounds that the Arboricultural Impact Assessment (AIA) submitted with previous planning application, would now be out of date. However, given that extant permission would have a greater impact on adjacent trees than the current proposal, it would not be reasonable to refuse on that basis, and tree protection measures can be achieved by condition

As such, the proposal is considered to be in accordance with Policy LP29 of the Peterborough Local Plan (2019).

g) Other

The Council's Drainage Officer has raised no objection but has recommended a condition relating to surface water management and maintenance. Both will be appended.

The Council's Wildlife Officer has raised no objection but recommended a condition relating to the inclusion of bat and bird boxes and the submission of a soft landscaping scheme. Both will be appended.

The Council's Archaeologist raised no objection but recommended the inclusion of a condition which secures the provision of a programme of archaeological works. The Archaeologist raised that the area has stated that the site and wider area cannot be characterized with a satisfactory degree of confidence due to lack of available information which may not reflect absence of remains. Cartographic evidence shows that the site has witnessed no development, thus offering the opportunity to further knowledge. Given the small scale of the proposal, monitoring of all groundwork (watching brief) should be secured by condition. Given the comments from the archaeologist, it is considered appropriate by Officers to secure this condition to ensure that the area can be characterized to some degree, which would have a good degree of public benefit and as such is a reasonable approach.

The Council's Pollution Control team raised no objections to the proposal. For the sake of consistency, the inclusion of the unsuspected condition in case contamination is found during construction shall be copied over from the previous planning permission. This is considered reasonable and necessary to ensure that there is no adverse impact on future occupier amenity and the development complies with Policies LP17 and LP33 of the Peterborough Local Plan (2019).

The proposal has a Public Right of Way (PROW) running through a part of the application site, the Public Rights of Way Officer has commented that this public path must remain open and available during any construction works and no materials to be stores upon it. If access cannot be maintained a temporary traffic order would be required from the street works team. A suitably worded condition would be appended to ensure that the public right of way remains clear or is diverted during the construction phase and thereafter. However, during the site visit it was noted that the public right of way is overgrown with vegetation and inaccessible. As such there are no concerns to an adverse impact on the PROW and public highway safety.

7 Planning Balance and Conclusions

The proposal is considered to be in accordance with the relevant polices within the Peterborough Local Plan (2019) and the National Planning Policy Framework (2023).

In addition, the fallback position from the extant permission, is a material consideration that weighs in favour of the proposal.

The proposal is therefore acceptable

8 Recommendation

The Case Officer 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 The development hereby permitted shall be carried out in accordance with the following approved plans:

- Location and Site Plan (Drawing Number: PL01A).
- Proposed Elevations and Floor Plans (Drawing Number: PL02A).

Reason: For the sake of clarity.

C 3 No development above slab level shall take place unless and until details of all external materials have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy LP16 of the Peterborough Local Plan (2019). This is a precommencement condition as the materials to be used must be known before any works take place to ensure no detriment to the appearance of the site.

C 4 No development or other operations shall commence on site in connection with the development hereby approved, (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening, or any operations involving the use of motorised vehicles or construction machinery) until a full and detailed Arboricultural Impact Assessment (AIA), including an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) has been submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in complete accordance with the approved AIA, AMS and TPP. Such shall include full detail of the following:

- Implementation, supervision and monitoring of the approved Tree Protection Scheme
- Implementation, supervision and monitoring of the approved Treework Specification
- Implementation, supervision and monitoring of all approved construction works within any area designated as being fenced off or otherwise protected in the approved Tree Protection Scheme.
- Timing and phasing of Arboricultural works in relation to the approved development.

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policies LP16 and LP29 of the Peterborough Local Plan (2019). This is a pre-commencement condition because the approved construction specification must be in place and adequate prior to development commencing to ensure the trees are protected.

C 5 Prior to the occupation of the development a scheme for soft landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the following:-

- Proposed finished ground and building slab levels
- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments only)
- Proposed planting plans including trees, species, numbers, size and density

- Position, type and recommended number of any biodiversity enhancements

The soft landscaping shall be carried out within the first available planting season following completion of the development or first occupation (whichever is the sooner) or alternatively in accordance with a timetable for landscape implementation which has been approved as part of the submitted landscape scheme.

Development shall be carried out in accordance with the submitted details. Any trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of visual amenity of the area and the enhancement of biodiversity, in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019) and Chapter 15 of the National Planning Policy Framework (2023).

- C 6 No development other than groundworks and foundations shall take place unless a scheme for biodiversity enhancements detailing the installation of 3 bird boxes and 3 bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the position, type and number of enhancements proposed. All enhancements shall be installed using accepted best practice and retained thereafter.

Reason: In the interests of visual amenity of the area and the enhancement of biodiversity, in accordance with Policies LP16, LP28 and LP29 of the Peterborough Local Plan (2019) and Chapter 15 of the National Planning Policy Framework (2023).

- C 7 No development shall take place until the applicant, or their agents or successors in title, have secured Archaeological Monitoring and Recording to be undertaken by an archaeologist approved by the Local Planning Authority in order that groundwork operations may be observed and recorded. The Archaeological Monitoring and Recording shall be in accordance with a written programme and specification, which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded in accordance with Policy LP19 of the Peterborough Local Plan and Chapter 16 of the National Planning Policy Framework (2023).

- C 8 Prior to the commencement of development, a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, must be submitted to and approved in writing by the Local Planning Authority. The scheme should include but not be limited to:

- Minimise the areas of hardstanding and if hard surfaces are necessary, incorporate permeable paving.
- Sufficient storage should be provided to ensure no internal flooding as a result of the development during all storm events up to and including the 1 in 30 year storm event and no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- A 10% allowance for urban creep should be included within the storage calculations.
- Engineering drawings should be provided detailing the SuDS components used within the drainage system.

- Exceedance flows should be considered to ensure potential off-site flooding is managed

Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with Policy LP32 of the Peterborough Local Plan 2019 and Chapter 14 of the National Planning Policy Framework (2023). The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted and the details need to be agreed before construction begins.

- C 9 Prior to first occupation a maintenance plan detailing the maintenance arrangements for the surface water drainage shall be submitted and agreed in writing with the Local Planning Authority. The plan shall include who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk, in accordance with Policy LP32 of the Peterborough Local Plan 2019 and Chapter 14 of the National Planning Policy Framework (2023).

- C 8 Prior to the first occupation of the development hereby approved, the car parking spaces, cycle stores, driveway and bin stores shall be finished and made available for use as shown on drawing number 'PL01A' and shall be kept for those uses as shown on drawing number 'PL01A' for perpetuity.

Reason: In the interest of public highway safety and parking provision in accordance with Policy LP13 of the Peterborough Local Plan (2019).

- C 9 Details of any proposed lighting of the access drive shall be submitted to and approved in writing by the Local Planning Authority prior to installation.

Reason: To avoid glare/dazzle which could lead to danger to highway users, in accordance with Policy LP13 of the Adopted Peterborough Local Plan (2019).

- C10 Prior to the first occupation of the development hereby permitted, details of all boundary treatments shall be submitted to and agreed in writing by the Local Planning Authority. The boundary treatments shall include small mammal holes. Development shall be implemented in accordance with the agreed details.

Reason: In the interest of future occupier amenity and ecology in accordance with Policies LP17 and LP28 of the Peterborough Local Plan (2019).

- C11 The development hereby permitted shall not be occupied unless and until obscure glazing is fitted to the first-floor windows in the northern (rear) elevation in full and strict accordance with the following specification:

(i) Any window serving a bathroom must be fitted with obscure glazing to a minimum of Pilkington Level 3 and no other form of glazing.

(ii) Any window serving a bedroom must be fitted with obscure glazing to a minimum of Pilkington Level 3 to a height of not less than 1.5m above internal finished floor level.

(iii) Any opening windows must be fitted with restricted opening mechanisms, details of which must be submitted to and approved in writing by the Local Planning Authority prior to any development occurring above slab level.

Once implemented the obscure glazing to the northern elevation and the approved restricted opening mechanisms must be retained in strict accordance with the approved details in perpetuity.

Reason: In order to protect the amenities of neighbouring occupants, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C12 If, during development, contamination not previously considered is identified, then the Local Planning Authority shall be notified immediately, and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the Local Planning Authority. The development shall thereafter not be carried out except in complete accordance with the approved scheme.

Reason: To ensure all contamination within the site is dealt with, in accordance with Policy LP33 of the Peterborough Local Plan (2019) and paragraph 189 of the National Planning Policy Framework (2023).

C13 Notwithstanding the provisions of Part 1 Classes A, B and C of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no windows shall be inserted into the first floor rear elevation (north-western) of the permitted development other than those expressly authorised by any future planning permission.

Reason: In order protect the amenity of the adjoining occupiers, in accordance with Policy LP17 of the Peterborough Local Plan (2019).

Copies To Councillors - Councillor Imtiaz Ali
 Councillor Michael Perkins
 Councillor Heather Skibsted

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