

COMMITTEE DATE: 24/10/2017

Application Reference: 17/0505

WARD: Park
DATE REGISTERED: 01/08/17
LOCAL PLAN ALLOCATION: Industrial / Business Development Land
Main Industrial / Business Area

APPLICATION TYPE: Full Planning Permission
APPLICANT: Trevors Foodservice

PROPOSAL: Erection of two storey building to form freezer cold storage and office space, with associated equipment compound, 15 space car park, new vehicular access from Chorley Road, and 2 metre high boundary fence.

LOCATION: 40 CHORLEY ROAD, BLACKPOOL, FY3 7XQ

Summary of Recommendation: Grant Permission

CASE OFFICER

Ms P Greenway

BLACKPOOL COUNCIL PLAN 2015 -2020

This application accords with **Priority one of the Plan** - The economy: Maximising growth and opportunity across Blackpool.

SUMMARY OF RECOMMENDATION

The main issues are the impact on residential amenity by reason of noise and light spill. The noise assessment, together with measures implemented by the applicant, their willingness to consider other measures, and the experience of the new site manager are sufficient to address the Head of Environmental Protection's concerns. The light spill can be addressed by cowling and a condition can be imposed to such effect. There is also an issue with traffic congestion on Chorley Road which should be alleviated by the introduction of a one-way system, the rationalisation of deliveries into fewer (albeit larger) wagons and the introduction of additional staff parking spaces within the site. In the circumstances, and in accordance with paragraph 19 of the NPPF where significant weight should be placed on the need to support economic growth through the planning system, the recommendation is for approval.

SITE DESCRIPTION

The application site is a vacant patch of land between the existing Trevor's Warehouse (which also wraps around the back of the site), and a caravan park. Further to the rear is

Pendle Close - a residential street where the houses are at a higher level than the industrial land on which Trevor's Warehouse sits.

DETAILS OF PROPOSAL

The proposal is for the erection of a two storey building to form freezer cold storage and office space, with associated equipment compound, 15 space car park, new vehicular access from Chorley Road, and a 2 metre high boundary fence.

The proposal is accompanied by a Design and Access Statement, Noise Assessment, Transport Assessment and Travel Plan.

A supporting statement has also been submitted:

"Trevors Foodservice is a family run business established in 1962 as Trevors Warehouses Ltd. Mr Ken Hitchen, Chairman, started out with a retail shop, from which he soon began offering the then thriving local hotels, cafes and Bed and Breakfasts around Blackpool a local food delivery service. The business now distributes to over 1300 customers ranging from education sites, nursing homes and hospitals to restaurants, hotels, cafes and everything in between. They offer a wide range of chilled, frozen and ambient foods as well as all cleaning materials, catering disposables and equipment, delivering across the North West.

The business is continuing to grow and prosper and has now outgrown its current storage and office facilities. There is an increasing demand for frozen products which requires the construction of a larger freezer cold store to meet this demand. This in turn will allow the existing freezer cold store to become a cold store for chilled produce and the existing cold storage in the main warehouse to be removed to provide additional ambient storage capacity.

In order to be able to meet this increasing demand, the business must also increase its warehouse and office staff. In order to achieve this they are proposing to build new office accommodation attached to the new freezer cold store to provide office space for 19 staff as well as a development kitchen, small events space and ancillary accommodation. This will replace the current office space within the current warehouse building, again providing additional ambient storage capacity."

MAIN PLANNING ISSUES

The main planning issues are considered to be:

- Principle of the use
- Impact on neighbour amenity
- Quality of the design
- Highways traffic/parking

These issues will be discussed in the assessment section of this report.

CONSULTATIONS

Environment Agency: No comment.

Head of Highways and Traffic Management: I have no objection to this proposal subject to the following:

- Provision of Disability Discrimination Act compliant parking to be increased to 6% of the overall parking provision.
- Secure cycle parking to be provided.
- The northern access to be dedicated purely for access to the new cold storage area with the southern access allocated for access to the car park (by blocking access from the car park to the access road to the proposed cold storage area to remove conflict).
- New vehicle access and changes to the existing vehicle access will require works to the public highway.

Service Manager Public Protection:

- A Phase 1 Study is requested to ensure that there is no contaminate leachates from nearby land uses.
- I recommend a construction management plan is submitted.
- A noise impact assessment has been submitted. I am happy with the response from the Noise Consultant and the explanation of how the site will operate. The report indicates that there will be no increase in lorries attending, goods handling, and also that there will likely be less noise as a result of the changes. The company has also decided to commit staff and time to improve relations with local residents/set up meetings etc. On this basis, I have no objections.
- Details of any new any external lighting is required. Your attention is drawn to the guidelines set out in the Institute of Lighting Engineers publication "Guidance Notes for the Reduction of Obtrusive Light".

United Utilities: - No objection subject to conditions requiring:

- Foul and surface water shall be drained on separate systems.
- A surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details.

Head of Coastal and Environmental Partnership Investment:- No comments have been received at the time of preparing this report. Any comments that are received before the Committee meeting will be reported in the Update Note.

PUBLICITY AND REPRESENTATIONS

Press notice published: 10 August 2017

Site notice displayed: 09 August 2017

Neighbours notified: 04 August 2017

Objections received from 24, 28 and 30 Pendle Close.

In summary, the concerns relate to:

- Noise
 1. Depot is working day and night, 7 days a week, resulting in very little sleep.
 2. Lorries start loading at 5.45am.
 3. Number of flood lights shining directly on to our property.
 4. Unable to have our windows open at night no matter how hot the weather.
 5. Engines running up to 40 minutes at a time.
 6. Disturbance from reversing beepers.
 7. Unloading vehicles from 2.30 p.m. dropping tailgates down, and cage retaining poles, banging and clashing of metal cages across the uneven yard. Employees shouting and swearing.
 8. Unable to sit in our garden and carry on a conversation.
 9. Fork lift trucks back and forth to the freezer unit.
 10. Noise and spray from the power hose.
 11. Distinct hum from existing freezer equipment audible at night time.

Things improved slightly when the company was approached, before returning back to their usual ways. Further extensions would create even more noise affecting the surrounding residential areas, as this company and its employees have no respect or consideration for the local residents. With some forethought and goodwill some of these problems could be resolved. Expanding the property would lead to additional staff, which of course would result in more noise disturbance.

The National Planning Policy Framework provides that planning policies and decisions should aim to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions (123). We are subjected to noise which I would consider is of a 'Significant Observed Adverse Effect Level'. On that basis I would like to make the following points:

- The operating hours in this residential area should be restricted in to between 07:00 and 23:00.
- There is no reason for loud reversing alarms to be used at any time, it has a significant impact.
- Procedures should be in place to mitigate the loud noises generated by movement of roll cages and pallets.
- Employees should be retrained to avoid the need for shouting and swearing at any time.

I believe these points if adopted will not significantly impact on the commercial viability of the operation and will improve the quality of life of the local residents, preventing the possibility of further noise complaints.

- Scale / Appearance

The two storey construction is not in keeping with the existing buildings on the site, the majority of which are much smaller single storey units. I object to a two storey unit as there is significant potential for the proposed building to cause a loss of existing views from neighbouring properties that would adversely affect the residential amenity of neighbouring owners.

- Ambient Lighting

I would seek assurances that no additional high level external lighting is installed that could increase the levels of light pollution to the rear elevation of neighbouring properties.

- Nature Conservation

I would have commented on this point with the site for the proposed development being a small area containing shrubs, trees and wildlife with observed evidence of it being used by bats, however the site was excavated prior to planning permission being sought.

In response to further comments and submissions by the company, the objectors say:

Since this new proposal represents a significant expansion of a company that has already doubled in size since 2007, all we are asking is that the Council balances both the needs of the business and the rights of the local residents to live in an environment which is free from nuisance noise levels in houses that were constructed, with the Council's permission, in this area.

At paragraph 2 of Mr Houldsworth's (Noise Specialist) points on the residents' comments he states 'noises are not habitual and continuous and it is quite unreasonable for local residents to expect a completely quiet environment when the houses are situated adjacent to an industrial estate.' I completely agree with this point in isolation, however habitual is defined as 'doing something constantly or regularly'. At no point has anyone said the noise levels are constantly unacceptable but they are regularly unacceptable at unsocial hours and the residents have previously produced to the Council noise monitoring sheets that detail this, which when compiled again recently, result in a similar pattern of unsocial disturbance. At no point have I said that I expect to live in a noise free environment but do consider a regular disturbance sufficient to wake a person up before 6am and after midnight to be unacceptable to any reasonable person and a nuisance in accordance with case law.

Trevors' noise monitoring sheets also note that the noise levels are negligible at certain times in the early evenings, this to me represents a deliberate attempt to mislead the Council in relation to the noise generated from the site at unsociable times as indeed does the sudden and so far continuing reduction in noise levels from the site since the objections to the planning proposal were filed as I previously stated. Trevors have not conducted their operations in a responsible way and I have no confidence that it is their intention in the long term to do so unless certain operating constraints are imposed on them as part of this proposal.

I do not believe that any of the noise reduction programmes, memos and / or local residents meeting templates (which is news to me as a local resident) are anything more than a

vehicle to obtain unconditional permission from the Council for the development and if allowed this will operate at the expense of the local residents' quality of life.

The agent has responded that the client did send a letter to all neighbours and residents on Pendle Close prior to the application being submitted, explaining the proposals and inviting them to telephone or call in if they had any issues or concerns that they wanted to discuss. They have had no response to this offer.

NATIONAL PLANNING POLICY FRAMEWORK

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Paragraph 7: There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy. By ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Paragraph 17 of the National Planning Policy Framework (NPPF) sets out 12 core planning principles, stating that amongst other things planning should:

- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- encourage the effective use of land by reusing land that has been previously developed.

Chapter 1 is concerned with building a strong, competitive economy.

Paragraph 18: The Government is committed to securing economic growth in order to create jobs and prosperity, building on the Country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.

Paragraph 19: The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

Paragraph 20: To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.

Chapter 7 Requiring Good Design.

Paragraph 56: The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Chapter 11 Conserving and Enhancing the Natural Environment.

Paragraph 123: Planning decisions should aim to:

- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.
- mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions.
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

Paragraph 125: By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

BLACKPOOL LOCAL PLAN PART 1: CORE STRATEGY

The Blackpool Local Plan: Part 1 - Core Strategy was adopted by the Council in January 2016. The policies in the Core Strategy that are most relevant to this application are -

CS3: Economic Development and Employment

Sustainable economic development will be promoted to support and grow the local economy to meet employment needs with a focus on safeguarding around 180 hectares of existing industrial/ business land.

CS7: Quality of Design

New development in Blackpool is required to be well designed and enhance the character and appearance of the local area and should ensure that amenities of nearby residents and potential occupiers are not adversely affected.

CS10: Sustainable Design and Renewable and Low Carbon Energy

Requires that all new non-residential development over 1000sqm will be required to achieve BREEAM 'very good'.

SAVED POLICIES: BLACKPOOL LOCAL PLAN 2001-2016

The Blackpool Local Plan was adopted in June 2006. A number of policies in the Blackpool Local Plan (2006) have now been superseded by policies in the Core Strategy (these are listed in Appendix B of the Core Strategy). Other policies in the Blackpool Local Plan are saved until the Local Part 2: Site Allocations and Development Management Policies is produced.

The following policies are most relevant to this application:

DE1 Industrial and Business Land Provision

Land within the defined industrial/business estates set out below will be retained for industrial/business use. Proposals for new development or redevelopment of existing premises will be permitted in accordance with the specified uses for each estate.

LQ1 Lifting the quality of design

BH3 Residential and Visitor Amenity

AS1 General Development Requirements

ASSESSMENT**Principle**

The NPPF at paragraph 19 requires that Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. The proposal is acceptable in policy terms as it supports the expansion and growth of an established business on an industrial estate. Improvement of existing facilities at long established industrial premises is encouraged in Policy DE1. The premises are on Mowbray Drive Industrial Estate, where the permitted uses are D: Offices, research/development, light/general industry, warehousing.

A previous proposal for the "Erection of a Class B8 distribution warehouse building and incidental office space, with associated access, car parking and servicing area" was approved at this location in 2008 (08/0456 refers).

Amenity

The NPPF recognises that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

In terms of noise, the Head of Environmental Protection has not had any recent complaints regarding noise and the ones received in the past (when the last application was submitted) were dealt with. The Head of Environmental Protection has confidence in the management - they were helpful in resolving the issues raised and did everything that was requested.

The applicant also advises that they have had no complaints or correspondence from the Environmental Protection team for several years now regarding noise problems and they do already currently carry out noise monitoring for which they have all the associated paperwork.

They have submitted supporting documents demonstrating their commitment to this issue: Noise Policy; Operations Noise Action Plan; Noise Checks carried out from January 2017; Dayparts Noise Analysis Template; Cages Memo to Staff; Social Values Action Plan to include Noise Control as submitted in May 2017; Local Residents Meeting Schedule – Example.

They also have a new management team in place - the new warehouse manager brings with him a wealth of experience, having worked for larger national companies. He is keen to work with the Environmental Protection team to bring about any necessary changes.

The company would be happy to look at any additional measures or policies that could be implemented to help minimise any disruption to neighbours if this would help.

The proposed hours of operation are Monday to Friday 06:00 - 01:00; Saturday 08:30 - 13:30; Sunday and Bank Holidays 08:30 - 16:30. When permission was granted for a refrigeration/cold store at the back of the site in 2011 (11/0927 refers) a condition was imposed requiring that deliveries to the cold store should not take place between 18:00 hours and 08.30 hours on the following day Monday to Saturdays inclusive and not at all on Sundays, but this was because of its closer proximity to the residential properties. However, the 2008 proposal (08/0456) on the main part of the site was not restricted. It is considered that a restriction on operating hours is not appropriate for the current proposed development as it is located further away from the residential properties, is on a traditional industrial estate and the company has various internal controls in place, including a Noise Policy / Code of Conduct which seeks to keep noise to a minimum particularly during, but not restricted to anti-social hours (before 8.00am and after 6.00pm), so as to minimise any noise impact on the lives of the local residents. A Noise Action Plan is also in place.

The applicant has confirmed that, despite the increase in size of the proposed expanded site and facilities, this will in fact reduce the amount of commercial vehicles visiting the site due to the increased freezer capacity allowing the business to keep more stock on site at any given time. The location of the new vehicle waiting bays will also reduce the amount of vehicular and staff activity at the bottom of the existing site nearest to the residential properties on Pendle Close and so will also help to reduce noise levels in this location (currently vehicles are shunted around the yard, especially at night and due to space restrictions, movement of vehicles is more frequent). Additionally, with the main bulk of the activity being around the new premises, the staff numbers around the rear of the yard, will reduce as less staff will be working in that area.

The three refrigeration compressors would be located to the rear of the building, contained within a 2.4 m high, solid metal, acoustic compound and are not considered to be a noise issue.

In terms of lighting, the Council has previously requested the applicant to provide hoods to a number of external lights to help to reduce light spill affecting residents on Pendle Close which they have undertaken to the Council's satisfaction. Again, the company would be happy to do this to other existing external lights and to any new external lights as required.

Design

The building would be part single storey at the front (offices), part two storey towards the rear. It would have a footprint of approximately 57 m long x 18.3 m wide in total, with the largest part being the two storey element (40 metres long). With regard to the height, it would be 10.5m to the ridge over the cold store and 5.5m to ridge above the offices. The overall scale of the building has been reduced by excavating the extended site to lower the ground level by approximately 2 metres. This has reduced the visual impact to the residents of Pendle Close. The site is also located on the Mowbray Drive industrial estate which houses a multitude of large industrial buildings, so the scale of the proposals are in keeping with this and should not affect the visual amenity of local residents.

The materials would be typical industrial metal cladding. The use of darker colours for the cladding was intended to give company identity and help reduce the sense of scale of the building and its visual impact. However, in response to concerns with regard to the visual impact, the applicant has agreed to use a paler grey which would be less visible to the residential neighbours than the strong dark grey originally proposed. Also, the Alaska Grey (RAL 7000) is the only grey available in a matt finish, which the company intend to use to help reduce glare off the cladding and which it is thought would be of benefit to the residents on Pendle Close. This is a significantly lighter shade of grey than the Anthracite Grey (RAL 7016) initially proposed with the comparative light reflectance values being 24 compared to only 5.

The office accommodation has been designed to be similar, but smaller scale to the existing warehouse building. The use of glazing and the company's signature blue as a feature colour identifies the smaller front part of the building as the office accommodation and new main staff and public entrance; and would provide an improved modern public identity for the business.

The size of the new freezer cold store has been determined by the current and estimated future increased demand for frozen produce. The dimensions of the cold store would reflect the most efficient racking arrangement within the dimensions provided by the cold store manufacturer.

The boundary treatment would be a modern 2 m high paladin mesh style perimeter fence, which is less aggressive in appearance than the normal industrial fences. No soft landscaping is proposed, other than the existing area of grass to the front of the current premises.

Highway/Traffic/Parking

The business's expansion will include the addition of four new office based staff and three new warehouse based staff located in the new freezer cold store. The additional 15 spaces provided by the new car park will provide car parking for these additional staff as well as providing additional car parking for existing staff and visitors (the existing car park accommodated 21 vehicles).

A new one-way system will be introduced as well as waiting bays for eight delivery vehicles. The location of the new freezer cold store has been positioned to enable a new one-way system for delivery vehicles to be introduced on the expanded site to help resolve the current access and egress issues and congestion on Chorley Road. Locating the building centrally on the new piece of land allows a two lane access system to be created around the perimeter of the building. This system will include waiting bays for eight delivery vehicles which will also alleviate the current congestion problems experienced on Chorley Road. This will not only benefit Trevors Foodservice but will ease access and egress for all neighbouring businesses.

The car park has been amended to provide a higher proportion of Disability Discrimination Act compliant spaces, together with secure, under cover cycle storage. The Head of Highways and Traffic Management has suggested that the traffic arrangements are amended but he is content with the current proposed arrangement as long as management ensure that there is no overspill onto the highway.

A Travel Plan has also been submitted, to encourage the use of more sustainable modes of transport such as the bus and train.

Other Issues

A contaminated land assessment was carried out on a previous application and the results showed that there was no need for a Phase 2 intrusive investigation.

CONCLUSION

The noise assessment, together with measures implemented by the company, its willingness to consider other measures and the experience of the new site manager are sufficient to address the Head of Environmental Protection's concerns. The light spill can be addressed by cowling and a condition can be imposed to such effect. There is also an issue with traffic congestion on Chorley Road which should be alleviated by the introduction of a one-way system, the rationalisation of deliveries into fewer (albeit larger) wagons and the introduction of additional staff parking spaces within the site. In the circumstances, and in accordance with paragraph 19 of the NPPF where significant weight should be placed on the need to support economic growth through the planning system, the recommendation is for approval.

LEGAL AGREEMENT AND/OR DEVELOPER FINANCIAL CONTRIBUTION

Not Applicable

FINANCIAL BENEFITS

Not Applicable

HUMAN RIGHTS ACT

Under Article eight and Article one of the first protocol to the Convention on Human Rights, a person is entitled to the right to respect for private and family life, and the peaceful enjoyment of his/her property. However, these rights are qualified in that they must be set against the general interest and the protection of the rights and freedoms of others. It is not considered that the application raises any human rights issues.

CRIME AND DISORDER ACT 1998

The contents of this report have been considered in the context of the Council's general duty, in all its functions, to have regard to community safety issues as required by section 17 of the Crime and Disorder Act 1998

BACKGROUND PAPERS

Planning Application File 17/0505 which can be accessed via the link below:

<http://idoxpa.blackpool.gov.uk/online-applications/search.doaction=weeklyList>

Recommended Decision: Grant Permission

Conditions and Reasons

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

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development shall be carried out, except where modified by the conditions attached to this permission, in accordance with the planning application received by the Local Planning Authority including the following plans: Location Plan stamped as received by the Council on 24th July 2017; drawings numbered 16-28 PL03 Rev A, 16-28 PL04, 16-28 PL05 Rev D, 16-28 PL06 Rev A, 16-28 PL10 Rev A.

Reason: For the avoidance of doubt and so the Local Planning Authority can be satisfied as to the details of the permission.

3. The building hereby approved shall not be occupied until the servicing provisions, including manoeuvring areas, have been provided in accordance with the approved details; such areas shall not be used thereafter for any purpose other than that indicated on the approved plan and all servicing within the site including loading and unloading shall take place from within the loading/unloading bays shown.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ4 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

4. Prior to the development hereby approved being first brought into use the servicing, car parking and secure under cover cycle provision shown on the approved plans shall be provided and shall thereafter be retained.

Reason: In the interests of the appearance of the locality and highway safety, in accordance with Policies LQ1 and AS1 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

5. No development shall be commenced until the following highway works have been carried out:

- installation of the new vehicular ingress
- alterations to the existing vehicular ingress/egress.

Reason: In the interests of highway safety in accordance with Policy AS1 of the Blackpool Local Plan 2001-2016.

6. Foul and surface water shall be drained on separate systems.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016 and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

7. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage

system either directly or indirectly. The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with Policy BH4 of the Blackpool Local Plan 2001-2016 and Policy CS9 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

8. Prior to the installation of any external flood lighting on the site, a scheme detailing the location and specification of any luminaires and their cowlings shall be submitted to and approved by the Local Planning Authority. The scheme must accord with the guidelines set out in the Institute of Lighting Engineers publication "Guidance Notes for the Reduction of Obtrusive Light". The scheme shall be implemented as approved and thereafter retained.

Reason: To safeguard the living conditions of the occupants of neighbouring residential premises, in accordance with Policies BH3 and LQ14 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

9. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify the provision to be made for the following:

- dust mitigation measures during the construction period
- control of noise emanating from the site during the construction period
- hours and days of construction work for the development
- contractors' compounds and other storage arrangements
- provision for all site operatives, visitors and construction loading, off-loading, parking and turning within the site during the construction period
- arrangements during the construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- the routing of construction traffic.

The construction of the development shall then proceed in accordance with the approved Construction Management Plan.

Reason: In the interests of the amenities of surrounding residents and to safeguard the character and appearance of the area in accordance with Policies LQ1 and BH3 of the Blackpool Local Plan 2001-2016 and Policy CS7 of the Blackpool Local Plan Part 1: Core Strategy 2012-2027.

Advice Notes to Developer

1. Please note this approval relates specifically to the details indicated on the approved plans and documents, and to the requirement to satisfy all conditions of the approval. Any variation from this approval need to be agreed in writing by the Local Planning Authority prior to works commencing and may require the submission of a revised application. Any works carried out without such written agreement or approval would render the development as unauthorised and liable to legal proceedings.
2. The grant of planning permission will require the developer to enter into an appropriate Legal Agreement with Blackpool Borough Council acting as Highway Authority. The Highway Authority may also wish to implement their right to design all works within the highway relating to this proposal. The applicant is advised to contact the Council's Built Environment Department, Layton Depot, Depot Road, Blackpool, FY3 7HW (Tel 01253 477477) in the first instance to ascertain the details of such an agreement and the information provided.
3. For the avoidance of doubt, the existing cold store is still subject to condition 3 on 11/0927 "Deliveries to the cold store hereby approved shall not take place between 18:00 hours and 08.30 hours on the following day Monday to Saturdays inclusive and not at all on Sundays....."