



Meeting: **PLANNING COMMITTEE**
Date: **WEDNESDAY, 1 JUNE 2022**
Time: **2.00 PM**
Venue: **COUNCIL CHAMBER - CIVIC CENTRE, DONCASTER ROAD, SELBY, YO8 9FT**
To: **Councillor M Topping (Chairman), Councillor C Richardson (Vice-Chair), Councillor I Chilvers, Councillor K Ellis, Councillor G Ashton, Councillor R Packham, Councillor P Welch, Councillor J Duggan and Councillor D Mackay**

Officer Update Note – 1 June 2022

5. Officer Update Notes (Pages 1 - 4)

Janet Waggott

Janet Waggott, Chief Executive

Enquiries relating to this agenda, please contact Democratic Services on democraticservices@selby.gov.uk.

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Agenda Item 5

Officer Update Note Planning Committee – Wednesday 1 June 2022

Item 5.1

APPLICATION NUMBER:	2020/1042/FULM	PARISH:	Selby Town Council
APPLICANT:	Aldi Stores Ltd	VALID DATE:	19th October 2020
		EXPIRY DATE:	20th June 2022
PROPOSAL:	Demolition and construction of a Class E foodstore, together with car parking, landscaping and associated works		
LOCATION:	Police Station Brownfield Site Portholme Road Selby		
RECOMMENDATION:	Grant subject to the signing of a legal agreement.		

x2 additional letters of objection

Delivery Periods - The current suggestion for the delivery period from 07:00 to 23:00 Monday to Saturday and 08:00 to 20:00 on Sundays seems to be excessive. As the additional noise level caused by the lorries and the loading cannot be fully estimated, the delivery times should be set as follows for the time being: 07:00 to 21:00 Monday to Saturday and 08:00 to 18:00 on Sundays due to the proximity to residential buildings.

Traffic - The L&G; residential development alone will have an additional and major impact on the overall traffic volume in Portholme Rd and the town centre in general, especially in combination with the two already existing supermarkets in direct proximity. The overall level of pedestrian crossing in the area is poor, particularly the A19 roundabout pedestrian crossing on roundabout. The whole Portholme route needs to be looked at particularly in the interested of pedestrian safety and users with a disability. Disabled groups have not been consulted with.

A modern and contemporary urban development should also try to reduce the traffic volume in its centre. This development however causes exactly the opposite. Proponents of the Aldi store with over 100 parking spaces argue that this supermarket can also be reached by people of the town centre without a car. This is supported, but a city/town store without any or reduced parking would make more sense in this example (see reference: Aldi, 1-4 London Rd, Brighton BN1 4JA). The space freed up by the removal of parking spaces can be used for proper urban orientated developments instead.

Additional Consultation response

LLFA – In assessing the Flood Risk Assessment & Drainage Statement the applicant states in section 6.10 that *‘All proposed surface water systems should be designed to accommodate the worst case 1 in 30-year storm event without flooding. Furthermore, the worst case 1 in 100-year plus climate change storm event should also be retained on site in an area that will not cause flooding to any existing or proposed buildings.’*

However, the applicant has not provided an exceedance flow route nor details of the extent or depth relating to the exceedance of the system in a 1:100-year event. This would confirm that flooding above the 1:30 year event would be contained on site. If this information is not submitted prior to determination, then the LLFA would suggest a condition should be included to ensure that this detail comes forward prior to the commencement of works.

It is also noted that the submitted MicroDrainage calculations show that the storage volumes will accommodate an event up to a 1:100 plus climate change allowance. However, section 6.10 suggests that the drainage system will not be designed to accommodate such an event and the above ground areas within the site will store any event over 1:30 year event. Therefore, calculations and detailed designs of the piped system and attenuation area along with calculations to reflect the detailed designs would be expected. If this is not submitted prior to determination, then the LLFA would suggest a condition should be included to ensure that this detail comes forward prior to the commencement of works.

A maintenance and operation manual for the SuDS including access arrangements and establishment of a maintenance organisation/body has not been provided. We have applied a suitable condition in relation to this.

We note that the applicant intends to discharge into a culverted watercourse. We would suggest that they discuss any discharge rates and volumes with the Internal Drainage Board for the area, if the culverted pipe is considered a watercourse. If not then it is assumed that it is a sewer and therefore Yorkshire Water should be consulted. The LPA should satisfy itself that permissions from the relevant organisation has been sought in terms of discharge arrangements.

These matters are to be covered by additional conditions:

Condition 21: Standard Detailed Drainage Design Condition

Development shall not commence until a scheme detailing foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme to be submitted shall demonstrate that the surface water drainage system(s) are designed in accordance with the standards detailed in North Yorkshire County Council SuDS Design Guidance (or any subsequent update or replacement for that document). The following criteria should be considered:

- Peak run-off from a brownfield site should be attenuated to 70% of any existing discharge rate (existing rate taken as 140lit/sec/ha or the established rate whichever is the lesser for the connected impermeable area).
- Storage volume should accommodate a 1:30 year event with no surface flooding and no overland discharge off the site in a 1:100 year event.
- The existing drainage layout should be used to produce surface water run-off rate calculations to determine existing run-off rates.

Reason:

To ensure the provision of adequate and sustainable means of drainage in the interests of amenity and flood risk.

Condition 22: Exceedance Flow Routes

No development shall take place until an appropriate Exceedance Flow Plan for the site has been submitted to and approved in writing by the Local Planning Authority. Site design must be such that when SuDS features fail or are exceeded, exceedance flows do not cause flooding of properties on or off site. This is achieved by designing suitable ground exceedance or flood pathways. Runoff must be completely contained within the drainage system (including areas designed to hold or convey water) for all events up to a 1 in 30-year event. The design of the site must ensure that flows resulting from rainfall in excess of a 1 in 100-year rainfall event are managed in exceedance routes that avoid risk to people and property both on and off site.

Reason:

To prevent flooding to properties during extreme flood events and to mitigate against the risk of flooding on and off the site.

Condition 23: Maintenance

No development shall take place until a suitable maintenance of the proposed SuDS drainage scheme arrangement has been demonstrated to the local planning authority. Details with regard to the maintenance and management of the approved scheme to include drawings showing any surface water assets to be vested with the statutory undertaker/highway authority and subsequently maintained at their expense, and/or any other arrangements to secure the operation of the approved drainage scheme/sustainable urban drainage systems throughout the lifetime of the development.

Reason:

To prevent the increased risk of flooding and to ensure the future maintenance of the sustainable drainage system.

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