

**NORTH YORKSHIRE COUNTY COUNCIL**  
**BUSINESS and ENVIRONMENTAL SERVICES**  
**LEAD LOCAL FLOOD AUTHORITY**  
**CONSIDERATIONS and RECOMMENDATION**



<b>Application No:</b>	<b>NYM/2018/0375/FL</b>		
<b>Proposed Development:</b>	construction of warehouse and plant room extensions together with extension to and resurfacing of existing car park, internal access roadway and turning head, reinforced skip area and associated regrading of land and associated landscaping works together with installation of 2 no. flues to existing building		
<b>Location:</b>	Whitby Seafoods Ltd, Fairfield Way, Whitby	<div style="border: 2px solid blue; padding: 5px; text-align: center;"> <p style="color: blue; font-weight: bold; font-size: 1.2em;">NYMNP</p> <p style="color: red; font-weight: bold; font-size: 1.2em;">- 5 SEP 2018</p> <p style="color: blue; font-size: 1.5em;">D</p> </div>	
<b>Applicant:</b>	Whitby Seafoods Ltd		
<b>District/Borough:</b>	Scarborough		
<b>FRM Engineer:</b>	Gareth Roberts	<b>LPA Case Officer:</b>	Mrs H Saunders

**Note to the Planning Officer:**

Thank you for consulting the Lead Local Flood Authority on the planning application referenced above.

**NPPF FLOOD RISK AND RUNOFF CONSULTATION**

**The Lead Local Flood Authority requires additional information to be submitted to the Local Planning Authority before an informed decision can be made.**

**The LLFA have the following comments:**

Ensure appropriate easements are applied to attenuation features for any drainage network developed.

When the applicant has finalised the drainage layout drawings it requested that these are submitted to LPA with agreed drainage outfalls, peak flow rates, required attenuation storage and finished floor levels. Any updated/finalised Micro Drainage Calculations must be submitted

<b>Date:</b>	04/09/18	<b>Approved by:</b>	Emily Mellalieu Flood Risk Management Team Leader
<b>FAO:</b>	Mrs H Saunders		
<b>Issued by:</b>	Gareth Roberts		

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**NYMNP**  
- 5 SEP 2018



Continuation sheet:

Page 2 of 3

Application No:

NYM/2018/0375/FL

for approval. Micro Drainage calculations of the designed drainage system using the calculated peak flow rate and necessary attenuation.

It may be necessary to demonstrate pre and post development rates, as the systems will be integrated, so it is vital to ensure there is capacity.

As the applicant is discharging to watercourse it must be noted that any works in, over, under or near an Ordinary Watercourse (outfall, retaining wall) might require Land Drainage Consent from the LLFA (NYCC). This is to be considered separate to the planning process.

The proposals and submitted documents demonstrate a reasonable approach to the management of surface water on the site. Therefore, the Lead Local Flood Authority recommends that the following **Conditions are attached to any permission granted:**

**LLFA C1 - 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 shall detail phasing of the development and phasing of drainage provision, where appropriate. Principles of sustainable urban drainage shall be employed wherever possible. The works shall be implemented in accordance with the approved phasing. No part or phase of the development shall be brought into use until the drainage works approved for that part or phase has been completed.

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

**LLFA C2 - Runoff rate, Storage Requirements and Maintenance –**

Development shall not commence until a scheme restricting the rate of development flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority. The flowrate from the site shall be restricted to a maximum flowrate of 3 litres per second for up to the 1 in 100 year event. A 40% allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change critical storm event (345m<sup>3</sup>). The scheme shall include a detailed maintenance and management regime for the storage facility. No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme has been completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.

Reason: To mitigate additional flood impact from the development proposals and ensure that flood risk is not increased elsewhere.

**LLFA C5 - Treatment of Surface Water/Pollution Prevention**

The development shall not commence until a scheme, detailing the treatment of all surface water flows from parking areas and hardstanding through the use of road side gullies, oil interceptors, reedbeds or alternative treatment systems, has been submitted to and approved in writing by the Local Planning Authority. Use of the parking areas/hardstanding shall not commence until the works comprising the approved treatment scheme have been completed. Roof water shall not

LEAD LOCAL FLOOD AUTHORITY  
CONSIDERATIONS and RECOMMENDATION



Continuation sheet:

Page 3 of 3

Application No:

NYM/2018/0375/FL

pass through the treatment scheme. Treatment shall take place prior to discharge from the treatment scheme. The treatment scheme shall be retained, maintained to ensure efficient working and used throughout the lifetime of the development.

Reason: To prevent pollution of the water environment from the development site

**LLFA C7 - 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.

NYMNP  
- 5 SEP 2018