

**Lane End, Kirkby in Ashfield -  
Proposed McDonalds  
Restaurant**

**Flood Risk Sequential  
Assessment**

McDonald's Restaurants Ltd

19 December 2024

**LICHFIELDS**

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## 1.0 The Introduction

- 1.1 The Flood Risk Sequential Assessment has been prepared collaboratively by Lichfields and Glanville Group on behalf of McDonald's Restaurants Limited ("McDonalds"). This report accompanies a full planning for a new McDonalds drive-thru restaurant at vacant land to the south of Lane End, Kirkby in Ashfield.
- 1.2 This application follows the withdrawal of an earlier planning application (reference: V/2024/0294) which sought permission for the development of a drive-through restaurant (Use Class E/Sui Generis) with associated access, servicing, car parking, hard and soft landscaping and other associated works. Vehicular access was proposed via the unnamed carriageway to the east of the site. Following further discussions with Nottinghamshire County Council Highways Department, McDonald's has amended the scheme with vehicular access now proposed via Lane End to the north. A revised layout and updated technical assessments have been submitted.
- 1.3 The assessment has been undertaken in accordance with the requirements of the revised National Planning Policy Framework (NPPF) updated 12 December 2024 and the Planning Practice Guidance (PPG) updated on 25 August 2022.

### Structure of the Report

- 1.4 The report is structured as follows:
- Section 1 Introduction and report structure;
  - Section 2 Provides background information relating to the development site;
  - Section 3 Sets out the national and local planning policy context in relation to the flood risk sequential test;
  - Section 4 Identifies potential alternative sites and provides relevant information about these;
  - Section 5 Compares the flood risk of the potential alternative sites; and
  - Section 6 Presents a summary of key findings and the recommendations.

## 2.0 The Development Site

- 2.1 The development site ('the site') measures 0.42 ha in size and lies to the south of Lane End Road (B6020), Kirkby-in-Ashfield, as shown in the map below.

Figure 2.1 Site Location



Source: Google Earth

- 2.2 The buildings associated with the previous industrial uses have been demolished and the site is currently characterised by areas of hardstanding and cleared land. The site is relatively flat and contains little vegetation. The site was previously accessed via a gate from the unnamed road to the east.
- 2.3 The site is not allocated for any specific use within the adopted Ashfield Local Plan Review, 2002 (Saved Policies). It is identified as a Key Town Centre Development Opportunity Site (Policy S11) in the emerging Local Plan which is in accordance with the Kirkby Town Centre Masterplan. Regulation 19 consultation on the Ashfield Local Plan 2023 -2040 Pre-Submission draft was taking place in December 2023-January 2024 and examination is due to conclude early in 2025, with a view to it being adopted by Summer 2025.
- 2.4 The proposed development comprises a drive-thru restaurant (Class E/Sui Generis) extending to 527 sqm in size. The restaurant will be located to the south-western corner of the site to achieve access off Lane End, ensure it is located within the areas of the site not at risk of flooding and is further away from the residential dwellings to the east.
- 2.5 It is proposed that vehicular access will be obtained from Lane End to the north. Car parking and cycle parking will also be provided on site.
- 2.6 Areas of the site fall within Flood Zones 2 and 3, with more widespread areas across the site also being subject to high levels of surface water flooding. The north-eastern corner of the

site and sections of the eastern boundary fall within Flood Zone 3 of the Environment Agency's 'Flood Map for Planning' and therefore have a high probability of flooding. The proposed layout shows that the building itself and proposed access/egress onto Lane End would be sited outside of this area, albeit some parking bays and a short section of the drive-thru lane would lie within this flood risk zone.

Figure 2.2 Application Site Flood Risk



Source: <https://flood-map-for-planning.service.gov.uk/>

- 2.7 The Environment Agency's Flood Map for Planning and Ashfield District Councils Strategic Flood Risk Assessment 2009 and 2023 (SFRA) show that the eastern portion of the site is located within Flood Zone 3a, this equates to approximately 20% of the site. Land within Flood Zone 3a has been shown to be at a 1% or greater annual probability of flooding from rivers. The remainder of the site lies within Flood Zone 1 and therefore at a low risk of flooding from rivers.
- 2.8 However, the proposals have been developed to avoid the areas most at risk from flooding through directing development towards areas of lower risk within the site. Therefore, the restaurant building is proposed to be located within the western portion of the site, which is within Flood Zone 1, with only a short section of the drive-thru lane and some car parking bays within the areas at most risk of flooding. Furthermore, the proposed restaurant and hot food takeaway use is considered to be 'less vulnerable' to flood risk as defined by Annex 3 of the NPPF.
- 2.9 We understand that the principal flood risk to the site is from surface water flooding from the River Erewash which is culverted at this section to the east of the site.
- 2.10 The risk of flooding from surface water is shown below. Whilst none of the site falls within the high-risk area and 60% of the site is at low risk of surface water flooding, there is 20% of the site at medium risk and this area is to the eastern side of the site where the car parking is proposed to be located.

Figure 2.3 Extent of Flooding from Surface Water



Source: <https://check-long-term-flood-risk.service.gov.uk/>

- 2.11 As with the flood risk from rivers, the proposed restaurant building is to be located within the areas at lowest risk of flooding from surface water within the site i.e. to the western side of the site.

## Proposed Drainage Strategy

- 2.12 A Flood Risk Assessment and drainage strategy accompanies this application. This evaluates the flood risks within the site then details the flood risk reducing features incorporated within the development design.
- 2.13 The Finished Floor Level (FFL) of the proposed restaurant will be set 600mm above existing ground levels, to ensure an appropriate level of safety from any on-site surface water or ordinary watercourse flooding. An overland route for surface water is maintained, matching the existing overland flow route through the eastern edge of the site. In addition, the proposed on-site drainage system will be designed to accommodate a 1 in 100 plus climate change rainfall event, without creating a flood hazard. The proposed surface water drainage layout includes lined cellular tanks for attenuation of run-off with a flow control device and petrol interceptor fitted. In addition, a Flood Emergency Plan will be maintained and staff trained accordingly. This report also details the foul water drainage strategy which includes a grease trap to protect downstream sewers from cooking waste/grease.
- 2.14 The assessment concludes that Flood risks within the site are medium to low and the proposed design ensures that flood risks are appropriately mitigated within the site, whilst flood risks to others are not increased by the development.

## Pre-application Enquiries

- 2.15 The Council's response to the planning pre-application enquiry submitted by Lichfields confirmed that as some areas of the site fell within Flood Zones 2 and 3, a Flood Risk Assessment must accompany the planning application and inform a sequential test.
- 2.16 Glanville Group has also made pre-application enquiries to both the Environment Agency (EA) and Nottinghamshire County Council as the Lead Local Flood Authority (LLFA).
- 2.17 The EA concentrate on the major elements of the drainage system at national level, managing flood risk arising from designated main rivers and the sea. The EA have stated that this site is affected by a potential risk of flooding from an ordinary watercourse, for which they do not hold any data, and by a significant risk of surface water flooding. The EA have indicated that both risks are the responsibility of the LLFA.
- 2.18 The LLFA have indicated that a sequential test should be undertaken to evaluate the impact of the proposed development to the current level of flood risk due to the watercourse which is culverted within the site. Glanville Group is in discussions with the LLFA about the surface water flooding and this is dealt with by design.

## 3.0 Planning Policy and Guidance

### National Planning Policy Framework

- 3.1 A sequential risk-based approach to determining the suitability of land for development in flood risk areas is central to the requirements of the National Planning Policy Framework (NPPF) and should be applied to both plan making and development management decisions.
- 3.2 As set out within the NPPF at paragraph 174, the aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding (i.e. Flood Zone 1). In addition, a sequential approach to site layout should be adopted in areas known to be at risk from flooding.
- 3.3 The revised NPPF published in December 2024 includes a new paragraph (175) which sets out that a sequential test is not needed if development will be located outside of areas at flood risk:
- 175. The sequential test should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).*
- 3.4 Where it is not possible to locate development in areas with a lower probability of flooding, Paragraph 178 of the NPPF sets out the Exception Test, which will be passed where a development provides wider sustainability benefits to the community that outweigh flood risk, provided that the development will be safe for its lifetime taking account of the vulnerability of its users, and without increasing flood risk elsewhere.
- 3.5 Both elements of the Exception Test must be passed for development to be permitted, and only in cases where it can be demonstrated that the development is appropriately flood resilient and that residual flood risk can be safely managed (paragraph 179).

### National Planning Practice Guidance

- 3.6 The National Planning Practice Guidance (PPG) sets out further detail regarding application of the Sequential and Exception Tests, and the circumstances in which development will be allocated and/or approved within areas known to be at risk of flooding.
- 3.7 Annex 3 of the NPPF sets out that the flood risk vulnerability classification of restaurants, cafes and hot food takeaway development is 'less vulnerable' to flood risk. Table 2 of Flood Risk and Coastal Change PPG identifies the flood risk vulnerability and flood zone 'incompatibility'.
- 3.8 As set out below, as the eastern portion of the site is located within Flood Zone 3, the application for restaurant and hot food takeaway development is therefore required to meet the requirements of the Sequential Test but not the Exception Test.

Figure 3.1 Flood Risk Vulnerability and Flood Zone ‘Incompatibility’

<b>Table 2: Flood risk vulnerability and flood zone ‘incompatibility’</b>					
<b>Flood Zones</b>	<b>Flood Risk Vulnerability Classification</b>				
	Essential infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception Test required	✓	✓	✓
Zone 3a †	Exception Test required †	X	Exception Test required	✓	✓
Zone 3b *	Exception Test required *	X	X	X	✓ *

Key:

✓ Exception test is not required

X Development should not be permitted

Source: <https://www.gov.uk/guidance/flood-risk-and-coastal-change#para77>

- 3.9 Paragraph 24 of the PPG defines the purpose of the sequential test as “ensuring a risk-based approach is followed to steer new development to areas with the lowest risk of flooding, taking all sources of flood risk and climate change into account. Where it is not possible to locate development in low-risk areas, the Sequential Test should go on to compare reasonably available sites within medium risk areas; and then, only where there are no reasonably available sites in low and medium risk areas, within high-risk areas.”
- 3.10 Paragraph 28 defines ‘reasonably available sites’ as those in a suitable location for the type of development with a reasonable prospect that the site is available to be developed at the point in time envisaged for the development. It goes onto say that these could include a series of smaller sites and/or part of a larger site if these would be capable of accommodating the proposed development. Such lower-risk sites do not need to be owned by the applicant to be considered ‘reasonably available’.

- 3.11 Paragraph 27 of the PPG sets out that the area to apply the sequential test will be defined by local circumstances relating to the catchment area for the type of development proposed. The PPG goes on to define ‘reasonably available’ sites as those in a suitable location for the type of development with a reasonable prospect that the site is available to be developed at the point in time envisaged for the development. This could be a series of smaller sites or part of a larger site and do not have to be owned by the applicant.
- 3.12 In addition, a site-specific Flood Risk Assessment (FRA) must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall, to include, inter alia, scheme design and flood defence infrastructure; access and egress; and flood warning and evacuation procedures (Paragraph 38: Reference ID: 7-038-20140306).

## Local Planning Policy Context

- 3.13 The site is not allocated for any specific use within the adopted Local Plan (Ashfield District Local Plan Review 2002). The Site is approximately 160 metres west of Kirkby-in-Ashfield District Centre (Policy SH1: District Shopping Centres) and therefore ‘edge-of-centre’ in planning policy terms.
- 3.14 Policy EV16 in the Ashfield Local Plan Review 2002 resists development in areas the Environment Agency identify as being at unacceptable risk from flooding unless flood protection or compensatory measures can be agreed. It sets out that development will only be permitted where it would not adversely affect the quality of surface or groundwater, it would not increase the risk of flooding, it would not be at risk from flooding itself and adequate provision is made for access to watercourses for future maintenance.
- 3.15 Ashfield District Council is currently preparing its new Local Plan which will be the new planning strategy for the District. The Local Plan will supersede the adopted Local Plan as a comprehensive statement of the Borough's most important planning policies and will set out detailed development management policies to guide new development in the District. The Local Plan is currently at Examination and is expected to be adopted by Summer 2025.
- 3.16 The site is allocated as a ‘Key Town Centre Development Opportunity Site’ under Strategic Policy S11 ‘Vibrant Town Centres’. This policy supports the delivery of the objectives and schemes set out in the Town Centre Masterplans.

*“Development that supports the consolidation and facilitates in the Town Centre will be encouraged, particularly where this broadens the range, and quality of facilities, services and cultural activities. Development should have regard to objectives and schemes set out in the Kirkby Town Centre Spatial Masterplan.”*

- 3.17 The Kirkby Town Centre Spatial Masterplan (February 2021) identifies the site as ‘outside of the designated town centre boundary’ but part of what is referred to as the ‘Station Gateway’ – the western gateway to the town centre, which is made up of Sites A5 (Mixed Use development with additional car parking which should include a food and beverage unit to support business cluster), Site B1 (Landmark Structure) and Site B2 (the subject site – identified as a preferred location for a mixed use gateway development, which includes residential, business, local convenience retail and parking).

3.18 This assessment has also been informed by the Council's Strategic Flood Risk Assessment (2009 and latest version 2023).

## 4.0 Potential Alternative Sites

- 4.1 In accordance with national policy and as discussed with officers at Ashfield District Council during pre-application discussions, a flood risk sequential test is required for this site as it is located within flood zone 3 on the Environment Agency's flood map for planning. As the site is not currently allocated, it has not already passed the sequential test. The sequential test compares the site with other available sites to guide development towards areas of lowest flood risk.
- 4.2 The first stage of the assessment involved identifying potential alternative sites. National planning guidance outlines that the area to which the sequential test is applied should be defined by local circumstances related to the catchment area for the type of development proposed. The subject site is classed as edge of centre and is expected to draw most of its trade from the town centre and edge of centre. Therefore, this assessment has considered potential alternative sites within the Kirkby Town Centre boundary as defined on the adopted proposals map, as well as surrounding edge of centre sites within 300m of the boundary.
- 4.3 Within this search area, the following sites have been assessed:
- Sites which have already been allocated for development and could be suitable to accommodate McDonalds;
  - Sites which are not allocated but have been granted permission for a similar development; and
  - Sites which aren't allocated and do not have permission, but which could be available for development.
- 4.4 Once potential alternative sites were identified, we then appraised each of them and gathered the required information including address, local plan allocation, any constraints to development and whether they could be overcome, approximate capacity of the site and references to any supporting documentation about these sites. Glanville Group have then assessed the flood risk for each site and provided some conclusions to the assessment.
- 4.5 The assessment of potential alternative sites is included in the table below.

Table 4.1 Assessment of potential alternative sites

<b>Site Address / Name</b>	<b>Status i.e. is the site reasonably available?</b>	<b>Comments i.e. Local Plan allocation, any constraints to development and whether they could be overcome, approximate capacity of the site and references to any supporting documentation.</b>
Housing site off Lane End/Millers Way	Unavailable – the site has been developed for housing.	This site comprises of 1.5 ha and has been developed for housing.
Former Recreation Ground off Millers Way	Unavailable – the site is being developed for housing.	The site comprises of c. 1.2 ha former recreation ground and is being developed for housing.
Land north of Diamond Avenue, NG17 7RH	Unavailable – the site is being developed for housing.	The site comprises of c. 2.1 ha of undeveloped grassland.
Public House – The Regent, Diamond Avenue, Kirkby, NG17 7BQ	Unavailable – the site is too small to accommodate the proposed development.	The site comprises of c. 591 sqm and was occupied by a Wetherspoons public house. We understand it has recently come under new management and is still operating as a public house.
Former Patco Site, Lowmoor Road, NG17 7JE	Available – but unsuitable due commercial viability as a result of low traffic flows and ongoing unresolved issues with the undetermined planning application - namely highways, retail impact and the need to demonstrate why the site should be released for non-employment uses.	The site comprises of c. 2.6 ha of warehousing/production premises with car parking and open space. The site is unallocated within the adopted and emerging Local Plans. A planning application was submitted in March 2021 for mixed-use development, to include business units, Retail Units, Supermarket, Drive-Thru Restaurants/Cafes and Residential Apartments and Dwellings. The application (ref: V/2021/0234) remains undetermined some three years after it was submitted.
Morrisons Ashfield Precinct, Kirkby in	Unavailable – the site is occupied.	The site comprises of the Morrisons supermarket and associated car parking.

<b>Site Address / Name</b>	<b>Status i.e. is the site reasonably available?</b>	<b>Comments i.e. Local Plan allocation, any constraints to development and whether they could be overcome, approximate capacity of the site and references to any supporting documentation.</b>
Ashfield, Nottingham NG17 7BQ		The site is identified as a retail development opportunity (Policy SH2) in the adopted Local Plan Review 2002. It is within the primary shopping area in the emerging Local Plan.
Kirkby Health Centre site, Lowmoor Road, NG17 7LG – Northern gateway site	Unavailable – this site is occupied and is too small to accommodate the proposed development due to the access road intersecting the site.	The site is c. 0.3 ha and the access road to Morrisons supermarket to the east intersects the site. It is currently occupied by Kirkby Health Centre, Lowmoor Pharmacy, Kirkby Dental Practice, Family Medical Centre, The Health Care Complex, Oza Pharmacy and Well Pharmacy. Identified as a Priority Project in Kirkby Town Centre Masterplan (ref. A1). ADC aspirations for relocation and redevelopment of the Health Centre site to create a gateway mixed-use building, potential use may include community/leisure with residential. The site is unallocated in the adopted Local Plan and emerging Local Plan, albeit it is within the primary shopping area.
Inactive Boyes frontage south of Civic Square, Boyes Store, 15 Low Moor Road, Kirkby NG17 7BE	Unavailable - the site is too small and inappropriately located to accommodate the proposed development.	The site comprises of c. 80 sqm of vacant space adjacent to the Boyes store fronting onto Civic Square. Identified as a Priority Project in Kirkby Town Centre Masterplan (ref. A2). Opportunity for food and beverage outlet or small independent retailer. The site is unallocated in the adopted Local Plan and emerging Local Plan, albeit it is within the primary shopping area.
Pond Street, Portland Street, Ellis Street  Comprising of land south of Pond Street, west of Ellis Street including: Our Centre charity UK Airsoft Ellis Street Pay and Display Car Park	Available – but unsuitable to accommodate the proposed development due to commercial viability reasons – the traffic count along Ellis Street and Pond Street is too low to make a McDonalds drive-thru in this location viable.	The site is c. 0.8 ha and is primarily used on a seasonal basis for fairground ride/equipment storage, a not-for-profit travel service also occupy some space, alongside UK Airsoft retail unit. There is also a Pay and Display car park within the site accessed from Ellis Street. Identified as a Priority Project in Kirkby Town Centre Masterplan (ref. A3). ADC aspirations for housing-led mixed-use development with active frontage to Civic Square, e.g., commercial/leisure. The site is identified as a retail development opportunity (Policy SH2) in the adopted Local Plan Review 2002. It is allocated as a Key Town Centre Development Opportunity Site (Policy S11) in the emerging Local Plan. We understand that the Council are in the process of purchasing this site to develop it for housing-led scheme.
NHS Site 68-76 Portland Street, NG17 7AG	Unavailable – the site is occupied by an NHS development.	The site is c. 0.98 ha and is occupied largely by a low-density NHS development. Identified as a Priority Project in Kirkby Town Centre Masterplan (ref. A4). ADC aspire for mixed use development here with active frontage on to Station Road.

<b>Site Address / Name</b>	<b>Status i.e. is the site reasonably available?</b>	<b>Comments i.e. Local Plan allocation, any constraints to development and whether they could be overcome, approximate capacity of the site and references to any supporting documentation.</b>
		The site is unallocated in the adopted Local Plan and emerging Local Plan.
The Wyvern Club and Millers Way car park site adjacent to train station, off Lane End, NG17 8DB.	Unavailable – the site is occupied and too small to accommodate the proposed development.	The site is c. 0.35 ha and is occupied by a car park associated with the station and The Wyvern Club. The car parking area is unavailable for development and we understand ADC are working with the current tenant to bring forward a new pub called ‘Station Inn’ in place of The Wyvern Club. Planning permission (ref. V/2024/0422) was granted in October 2024 to demolish the Wyvern club and restore the site. Identified as a Priority Project in Kirkby Town Centre Masterplan (ref. A5). ADC aspires for a food and beverage unit to support the station on this site. The site is unallocated in the adopted Local Plan and is allocated as a Key Town Centre Development Opportunity Site (Policy S11) in the emerging Local Plan.
Kirkby Motor Services, Station Street, NG17 7AQ	Unavailable – the site is occupied and is too small to accommodate the proposed development.	The site is c. 0.15 ha and is occupied by a motor garage – Kirkby Motor Services and a Motorcycle Testing Centre. Identified as a Priority Project in Kirkby Town Centre Masterplan (ref. A6). ADC have aspirations for environmental improvements at this key corner site location either refurbishment or redevelopment/relocation. The site is unallocated in the adopted and emerging Local Plans.
Ashfield Evergreen Centre, adjacent to Aldi, Millers Way and Lane End, NG17 8DB	Unavailable – the site is occupied and is too small to accommodate the proposed development.	The site is c. 0.06 ha and is occupied by Ashfield Evergreens Recreational Centre. Identified as a medium-term project in Kirkby Town Centre Masterplan (ref. B1). ADC have aspirations for a new landmark structure to address views towards railway station gateway. The site is unallocated in the adopted Local Plan and is allocated as a Key Town Centre Development Opportunity Site (Policy S11) in the emerging Local Plan.
Vacant land south of Lane End - <b>the subject site</b>	Available	The site is c. 1.05 ha and comprises of areas of hardstanding and cleared land remaining from the previous industrial uses. Identified as a medium-term project in Kirkby Town Centre Masterplan (ref. B2). ADC has aspirations for a mixed-use gateway development here – to include residential and potentially, business/service uses, local convenience retail and car parking. The site is unallocated in the adopted Local Plan and is allocated as a Key Town Centre Development Opportunity Site (Policy S11) in the emerging Local Plan.

<b>Site Address / Name</b>	<b>Status i.e. is the site reasonably available?</b>	<b>Comments i.e. Local Plan allocation, any constraints to development and whether they could be overcome, approximate capacity of the site and references to any supporting documentation.</b>
Northern Gateway – Lowmoor Road  Parcel of land east of Pond Street/Ellis Street/Lowmoor Road roundabout.	Unavailable – the site is too small to accommodate the proposed development.	The site is c. 0.03 ha and is a landscaped parcel of land to the north of Kirkby Outdoor Market. Identified as a medium-term project in Kirkby Town Centre Masterplan (ref. B3). ADC has aspirations for a new landmark structure here. The site is unallocated in the adopted and emerging Local Plan, albeit it is within the primary shopping area.
B&M site, Station Street, NG17 8AB	Unavailable – the site is occupied and is too small to accommodate the proposed development.	The site is c. 0.22 ha and is occupied by a B&M store and associated car parking. Identified as a long-term project in Kirkby Town Centre Masterplan (ref. C1). ADC has aspirations to increase active frontage on south side of Station Street. The site is unallocated in the adopted and emerging Local Plan, albeit it is within the primary shopping area.
Lowmoor Road Surgery and parking Lowmoor Road, Kirkby in Ashfield, Nottingham, NG17 7BG	Unavailable – the site is occupied and is too small to accommodate the proposed development.	The site is c. 0.18 ha and is occupied by The Surgery Lowmoor Road and associated car parking. It is adjacent to the Lowmoor Road Spiritualist Church. Identified as a long-term project in Kirkby Town Centre Masterplan (ref. C2). ADC have aspirations for residential densification here. The site is unallocated in the adopted and emerging Local Plan
Land north of Portland street and south of Patco site.	Unavailable – the site is occupied.	The site is c. 0.44 ha and comprises of The Ashwood Centre, Ashwood Church and various light industrial uses. Identified as a long-term project in Kirkby Town Centre Masterplan (ref. C3). ADC have aspirations for residential densification here. The site is unallocated in the adopted and emerging Local Plan.
The Acre Young Peoples Centre, Tennyson Street, NG17 7AZ	Unavailable – the site is occupied and is too small to accommodate the proposed development.	The site is c. 0.06 ha and comprises of The Acre youth club. Identified as a long-term project in Kirkby Town Centre Masterplan (ref. C4). ADC have aspirations to relocate the youth centre to a more visible location. The site is unallocated in the adopted and emerging Local Plan, albeit it is within the primary shopping area.

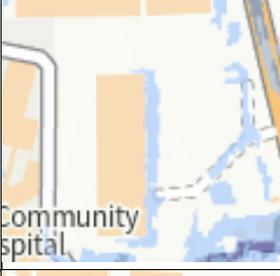
<b>Site Address / Name</b>	<b>Status i.e. is the site reasonably available?</b>	<b>Comments i.e. Local Plan allocation, any constraints to development and whether they could be overcome, approximate capacity of the site and references to any supporting documentation.</b>
Car parking adjacent to Ada Lovelace House, Urban Road, NG17 8BY	Unavailable – the site is too small to accommodate the proposed development.	The site is c. 0.1 ha and comprises of car parking associated with Ada Lovelace House and Ashfield District Council. Identified as a long-term project in Kirkby Town Centre Masterplan (ref. C5). ADC have aspirations to for a new Business hub/incubator units here. The site is unallocated in the adopted and emerging Local Plan.
Library, Ashfield Precinct 21, NG17 7BQ	Unavailable - the site is too small and inappropriately located to accommodate the proposed development.	The site is c. 0.05 ha and comprises of Kirkby in Ashfield Library. Identified as a long-term project in Kirkby Town Centre Masterplan (ref. C6). ADC have identified this site as a potential long term development opportunity with the town centre core. The site is unallocated in the adopted and emerging Local Plan, albeit it is within the primary shopping area.
Outwood Academy Kirkby	Unavailable – the site is occupied.	The site is c. 1.58 ha and is occupied by the Outwood Academy Kirkby secondary school. Identified as a long-term project in Kirkby Town Centre Masterplan (ref. C7). ADC have identified the opportunity for campus improvement/redevelopment here. The site is unallocated in the adopted and emerging Local Plan.

Source: Lichfields

## 5.0 **Flood Risk of Alternative Sites**

- 5.1 Glanville Group has undertaken an assessment of the flood risk affecting a number of sites in Kirkby from a variety of sources. This assessment also includes a comparison of the relative flood risks of potential alternative sites for a McDonald's restaurant and takeaway.
- 5.2 Potential alternative sites have been identified in the previous Section of this report. Table 5.1 below summarises the flood risk at each site from a variety of sources.
- 5.3 The proposed site is located at Lane End, Kirkby in Ashfield. Alternative sites considered in this assessment are: the former Patco Site, Lowmoor Road, NG17 7JE; and the Pond Street, Portland Street, Ellis Street site.
- 5.4 The two alternative sites have a lower flood risk than the proposed site at Lane End, Kirby.

Table 5.1 Comparison of Flood Risk at Alternative Sites

Site Name & address	Site Location and Fluvial Flood Zones	Fluvial Flooding - % of Site Area			Surface Water Flood Map	Surface Water Flooding - % of Site Area		
		Zone 3	Zone 2	Defences		High Risk	Med Risk	Low Risk
Proposed Site - Lane End Kirby		20%	0%	No		0%	25%	60%
Alternative site 1: Former Patco Site, Lowmoor Road, NG17 7JE		0%	0%	No		0%	0%	10%
Alternative site 2: Pond Street, Portland Street, Ellis Street		0%	0%	No		0%	0%	0%

Source: Glanville Group

## 6.0 Conclusions

- 6.1 This flood risk sequential assessment has been undertaken in accordance with national planning policy to accompany a planning application for a new McDonalds restaurant and takeaway on land south of Lane End, Kirkby in Ashfield.
- 6.2 The large majority of the site is within Flood Zone 1 and therefore at low risk of flooding. Furthermore, the proposed development has been designed to avoid areas of higher flood risk through locating the restaurant building within the western half of the site in the area at lowest flood risk (Flood Zone 1). Approximately 20% of the site within the eastern side is located within an area of higher flood risk from rivers (Flood Zone 3a) and this is limited to some car parking bays and a short section of the drive-thru lane. In addition, approximately 25% of the site is at medium risk of flooding from surface water and this area is also located to the eastern side of the site and is limited to parking areas.
- 6.3 A Flood Risk Assessment and drainage strategy accompanies this application and concludes that Flood risks within the site are medium to low and the proposed design ensures that flood risks are appropriately mitigated within the site, whilst flood risks to others are not increased by the development. The Finished Floor Level (FFL) of the proposed restaurant will be set 600mm above existing ground levels, to ensure an appropriate level of safety from any on-site surface water or ordinary watercourse flooding. An overland route for surface water is maintained, matching the existing overland flow route through the eastern edge of the site. In addition, the proposed on-site drainage system will be designed to accommodate a 1 in 100 plus climate change rainfall event, without creating a flood hazard. The proposed surface water drainage layout includes lined cellular tanks for attenuation of run-off with a flow control device and petrol interceptor fitted. In addition, a Flood Emergency Plan will be maintained and staff trained accordingly.
- 6.4 In accordance with national policy, given that a small portion of the site is located within Flood Zone 3, we have undertaken the sequential assessment process and identified potential alternative sites and assessed their availability and flood risk. As set out in earlier sections, this process has identified two potentially available alternative sites:
- The former Patco Site, Lowmoor Road, NG17 7JE; and
  - The Pond Street, Portland Street, Ellis Street site.
- 6.5 As shown by Glanville's assessment of flood risk, these sites are both at lower risk of flooding when compared to the application site. However, McDonalds has carefully reviewed both of these sites and neither meet the requirements for traffic flow levels to ensure commercial viability for a McDonalds restaurant. The traffic flow figures for the Pond Street / Portland Street / Ellis Street site in particular were significantly lower than those required for commercial viability. We also understand that the Council are in the process of purchasing this site for a residential-led scheme. In addition, there are ongoing unresolved issues with the undetermined planning application on the former Patco site – namely highways, retail impact and the need to demonstrate why the site should be released for non-employment uses. Therefore, there are clear reasons why these sites would not be suitable to accommodate the proposed development.

- 6.6 It is therefore concluded that there are no other sequentially preferable and available sites which are suitable to accommodate the proposed development.





**Birmingham**

0121 713 1530

birmingham@lichfields.uk

**Edinburgh**

0131 285 0670

edinburgh@lichfields.uk

**Manchester**

0161 837 6130

manchester@lichfields.uk

**Bristol**

0117 403 1980

bristol@lichfields.uk

**Leeds**

0113 397 1397

leeds@lichfields.uk

**Newcastle**

0191 261 5685

newcastle@lichfields.uk

**Cardiff**

029 2043 5880

cardiff@lichfields.uk

**London**

020 7837 4477

london@lichfields.uk

**Thames Valley**

0118 334 1920

thamesvalley@lichfields.uk

@LichfieldsUK

**lichfields.uk**