

Lane End, Kirkby in Ashfield

Highways Technical Note

Response to Highways Comments from Nottingham County Council

Planning Application Reference: V/2025/0003

July 2025

AMA Project Number: 50082/MHT

INTRODUCTION

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from Nottingham County Council (NCC) dated 9th January 2025 in relation to the Transport Assessment and Travel Plan submitted for the proposed development of a drive-thru located on Lane End, Kirkby-in-Ashfield. The NCC planning reference is V/2025/0003.

This HTN has been produced alongside the revised Transport Assessment and Travel Plan, therefore signposts the relevant parts of each report as required or provides additional feedback on each point raised by NCC.

NCC AND APPLICANT'S RESPONSES

For ease of reference, this Note provides responses to each of the highways officers comments in the same order as the NCC response, a copy is attached at [Appendix A](#).

NCC COMMENT 1 – TRAVEL PLAN – TPC COORDINATOR

The TP Coordinator should be in place prior to occupation (Table 5-1 states within 3 months).

AMA RESPONSE 1

This has been included in the revised TP.

NCC COMMENT 2 – TRAVEL PLAN – TASTER PUBLIC TRANSPORT TICKETS

Taster public transport tickets should be provided to staff on opening. The provision of taster public transport tickets is now common practice amongst workplace TPs

AMA RESPONSE 2

This commitment is now included in the TP.

NCC COMMENT 3 – TRAVEL PLAN – TRAVEL PLAN TARGETS

Targets should not be changed or updated without discussion with, and the agreement of, the County Council. A statement to this effect should be included.

AMA RESPONSE 3

This commitment is now included in the TP.

NCC COMMENT 4 – TRAVEL PLAN – MONITORING INFORMATION

The results of monitoring should be disseminated via newsletter/email/noticeboard update to ensure staff are kept informed of TP success.

AMA RESPONSE 4

This commitment is now included in the TP.

NCC COMMENT 5 – TRAVEL PLAN – TRAFFIC COUNTS

Commitment to undertaking traffic counts provided in Para 7.1.7. Count schedule is not provided. The TP should indicate when counts will be undertaken.

AMA RESPONSE 5

Commitment to annual surveys is now included in the TP. Full details will be provided once a TPC is assigned.

NCC COMMENT 6 – TECHNICAL NOTE – PEDESTRIAN PROVISIONS

SUMMARISED

The applicant proposes dropped kerb crossings at:

The bell mouths of Erewash Street and the unnamed road east of the site.

Across the B6020 to the west of the site.

They rely on the existing signalised crossing at B6020/Portland Street (250m east) to serve pedestrian needs to the east.

The Transport Note (TN) incorrectly references Appendix B for dropped crossing details; it should be Appendix D.

The highway authority finds the proposed dropped kerbs and tactile paving near Millers Way (west of the site) acceptable in principle, subject to Section 278 Agreement details.

Dropped kerbs alone at Erewash Street and the unnamed eastern road are not sufficient; continuous footway across junction bell mouths is required for pedestrian priority and safety, aligning with the NPPF and views of the Safer Highways team.

The reliance on the B6020/Portland Street crossing is inadequate due to its distance and the presence of pedestrian traffic between it and the site.

The highway authority requires a new signalised pedestrian crossing over the B6020 between the site access and the ALDI access (at the existing pedestrian refuge).

This view is supported by the County Council's planning policy team, who recommend a financial contribution for the new crossing.

Without these measures, the proposal fails to meet pedestrian safety standards and does not comply with NPPF paragraphs 115 and 117 on sustainable and safe access.

The applicant is expected to submit a comprehensive highway scheme drawing including all these measures for detailed assessment

AMA RESPONSE 6

The commitment to provide dropped kerbs and tactile paving near Millers Way is maintained within the revised TA.

As detailed within the TA, the Unnamed Road and Erewash Street are extremely low traffic generators, with 35 two-way vehicle movements combined at the two junctions over the three network peak periods considered. The proposals to provide the dropped kerbs and tactile paving ensures the existing situation is upgraded and is in line with the level of demand at each access.

The tactile paving crossings are also now supplemented by the commitment to provide an upgraded pedestrian crossing in the form of a signalised crossing. Details of the signalised crossing can be agreed at the detailed design stage. It is also proposed that the upgrades are provided as part of the proposals and delivered by the applicant instead of a financial contribution to the NCC.

Therefore, overall, it is considered that the proposals are providing a significant betterment to the existing pedestrian safety within the vicinity of the site. Any additional pedestrian upgrades would be onerous and not in line with the scale of the proposals.

NCC COMMENT 7 – TRANSPORT ASSESSMENT – PEDESTRIAN SAFETY

The applicant does not satisfactorily address the pedestrian safety issue. There may be several crossing points over the B6020 but, as stated in the 29/1/25 observations, the accident data presented in the applicant’s Transport Assessment (TA) confirms “a total of 18 personal-injury accidents in the TA study area, of which 15 were slight and 3 were serious. 8 accidents involved pedestrians and 4 involved cyclists ... the accident plot and para 3.6.4 [of the TA] confirm that most pedestrian accidents occurred where there is no formal pedestrian crossing facility over the B6020. This again emphasises the need for the provision of appropriate, safe infrastructure, particularly for pedestrians.”

AMA RESPONSE 7

As per AMA Response 6, it is considered that the agreement to provide a new signalised crossing across the B6020 is adequate to ensure pedestrian safety is enhanced as a result of the proposals. In combination with the tactile paving upgrades and the revised site access design, it is considered that the site is providing appropriate and safe infrastructure for pedestrians.

NCC COMMENT 8 – TRAVEL PLAN – SITE ACCESS DESIGN

The applicant’s site access proposal is not accepted by the highway authority. As previously stated, “the site access should take the form of a commercial dropped kerb footway crossing to maintain pedestrian priority and safety along the southern footway on the B6020, a view supported by the highway authority’s Safer Highways team. Road markings in the ghost island on the B6020 should be in accordance with those shown for left/right staggered ghost island junctions in the Design Manual for Roads and Bridges (DMRB).”

AMA RESPONSE 8

The proposed site access design has been revised in line with the comments and now takes the form of a commercial dropped kerb access.

AMA Drawing No. 50082-SK-016 at **Appendix B** sets out the proposed access design which includes an 8m wide carriageway which ties into the B6020 via a dropped kerb arrangement which has been designed to ensure the servicing vehicle can access / egress without overrunning beyond the area of dropped kerb. The proposed ghost-island would be 2.5m in width as per the ghost-islands adjacent the site.

NCC COMMENT 9 – TRANSPORT ASSESSMENT – ANNUAL MONITORING

The submitted swept path plots show only the left-in/left-out HGV movements at the site access for the McDonalds service vehicle. Those plots are acceptable provided that the size of the service vehicle is restricted to that shown. A Delivery and Servicing Management Plan (DSMP) can be secured by planning condition to ensure that the type and size of vehicles visiting the site can be managed and controlled.

Swept path plots are required for the HGV right-in/right-out movements to confirm that the site access arrangements will operate satisfactorily in relation to the use of the ghost island facility on the B6020 and the proposed signalised crossing and refuge to the east of the site.

AMA RESPONSE 9

As requested, a Servicing and Delivery Management Plan is agreed and will be provided via a planning condition.

Swept path analysis has been conducted as requested of the right in manoeuvre. This is set out in AMA Drawing No. 50082-ATR-002-5.5 and is attached at [Appendix C](#). This is also set out in the TA.

NCC COMMENT 10 – TRANSPORT ASSESSMENT – VISIBILITY

The TN has not addressed the highway authority’s concern regarding site access visibility splays. The proposed site access visibility splays do not accord with the requirements specified in Part 3.3 of the Nottinghamshire Highway Design Guide (HDG).

As previously stated, “the TA does not provide the calculations which determine the major road visibility splay distances shown in Table 4.1 [of the TA]. The traffic data in Appendix D shows 85th percentile traffic speeds on the B6020 approaches to the site of 28.7mph eastbound and 29.7mph westbound ... The eastern traffic count shows an eastbound 85th percentile traffic speed of 29.4mph. It can be argued that this higher eastbound speed should be used in the visibility splay assessment. Based on 85th percentile speeds of 29.4mph (eastbound) and 29.7mph (westbound), and assuming an HGV percentage of more than 5% given the vehicle classifications summarised in the data in Appendix D [of the TA], the major road visibility splay requirements are 46m to both the west and east of the site access. Use of 2.4m x 43m major road visibility splays, as proposed, is therefore inappropriate. The site access scheme should be amended appropriately (with knock on effects on landscaping and signage also to be addressed).”

AMA RESPONSE 10

Whilst the TA sets out that the mainline traffic flows are below 5% HGV proportion, in line with the comments 46m visibility splays have been demonstrated as attached in AMA Drawing No. 50082-SK-016 at [Appendix B](#).

NCC COMMENT 11 – TRANSPORT ASSESSMENT – PARKING PROVISION

The highway authority will accept the proposed level of parking provision but only if the pedestrian and public transport improvements described earlier, and the TP, are agreed to ensure that the proposed development minimises reliance on use of the private car and encourages travel by sustainable modes in accordance with the NPPF.

The highway authority will recommend a planning condition to require the applicant to monitor off-site parking on the unnamed road to the east of the site and, if necessary, to come forward with proposals to address any obstructive parking that may take place on that road.

The site layout plan now shows appropriate motorcycle parking provision.

AMA RESPONSE 11

The proposals ensure adequate parking is provided in line with the operational demands of the McDonalds restaurant. Whilst this is the case, the proposals ensure adequate upgrades are provided within the vicinity of the site meaning access by pedestrians and public transport is improved.

NCC COMMENT 12 – TRANSPORT ASSESSMENT – 7.5T TRACKING

The swept path plot in Appendix F shows that the 7.5 tonne van encroaches into the inbound lane at the site access. This could lead to collisions between vehicles leaving and entering the site. The site access and site layout proposals should be amended to prevent such conflicts.

AMA RESPONSE 12

The proposed site access has been widened to 8m, therefore the vehicle tracking as demonstrated in **Appendix D** is significantly approved, therefore reducing any concerns over vehicle collisions.

NCC COMMENT 13 – TRANSPORT ASSESSMENT – COMMITTED DEVELOPMENT FLOWS

The lack of a response from the LPA in relation to the applicant's request for details of committed developments near the site is not, of itself, evidence that there are no relevant committed developments. The applicant should determine whether there are any committed developments near the site which should be considered in the TA. Appropriate information should be provided in the TA.

AMA RESPONSE 13

Committed developments within the vicinity of the site as part of any TA have been reviewed. No committed developments have been identified as having an impact on the site access junction. Therefore, flows were requested from NCC. Given no flows were identified in the assessment nor any provided from NCC, it is considered that there are no committed developments that have an impact on the proposals.

NCC COMMENT 14 – TRANSPORT ASSESSMENT – TRIP TYPES

This response does not properly address the highway authority's observations in relation to trip types and is not accepted.

The highway authority considers that, by discounting circa 80% of development traffic as pass-by/diverted trips and with an allowance for only 20% of development traffic as new trips, the TA underestimates the off-site traffic impacts arising from the proposed development.

This issue is material to properly determining the development traffic impacts along the B6020, which will have a bearing on highway and pedestrian safety issues, as outlined earlier.

Full assessments of proportions of new (including food delivery vehicle trips), pass-by, and diverted trips are required. The impacts of new and diverted trips should be incorporated into the applicant's traffic impact assessments.

AMA RESPONSE 14

AMA maintain the position that the development robustly assesses the development traffic generation. For drive-thru developments it is generally accepted a pass-by figure of up to 90%. McDonalds have site specific surveys of numerous locations across the UK, with the sites most similar to the location of the proposals selected ensuring the data is appropriate for the assessment.

NCC COMMENT 15 – FINANCIAL CONTRIBUTIONS

The County Council’s planning policy observations were issued on 27/2/25. They recommend financial contributions towards bus stop infrastructure improvements, community transport, and the provision of a signalised pedestrian crossing on the B6020 to the east of the site access. These contributions are required to ensure that the proposed development is acceptable in accordance with the sustainable transport policies set out in the National Planning Policy Framework (NPPF, December 2024).

AMA RESPONSE 15

As per NCC’s observations on the 27/2/25, the financial contributions towards the bus stop infrastructure and the community transport are accepted and agreed.

For ease, the contributions are set out below:

- ▶ A Bus Stop Infrastructure contribution of £11,900 is paid to provide improvements to two bus stops on Urban Road denoted AS0315 and AS0316.
- ▶ A Community Transport contribution of £7,000 be paid towards the costs to manage, operate and promote the work of the Our Centre Community Transport Scheme including vehicle replacement or other uses deemed necessary to improve services.

CONCLUSION

This Highways Technical Note provides responses to the comments received from NCC along with additional information where appropriate. In conclusion, the information provided within this Note and previous submissions demonstrate that the proposed development is acceptable in highways terms.

This HTN is also supplemented with the revised TA and TP for consideration by NCC.

APPENDICES

Appendix A NCC Comments

Appendix B Site Access Design

Appendix C Service Vehicle Swept Path Analysis

Appendix D 7.5t Box Van Swept Path Analysis



Appendix A
NCC Comments

TOWN AND COUNTRY PLANNING ACT**HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT**

DISTRICT:	Ashfield	Date received	09/01/2025
OFFICER:	Richard Sunter		
PROPOSAL:	Development of a drive-thru restaurant (use class e/sul generis) with associated access, servicing, car parking, hard and soft landscaping and other associated works	D.C. No.	V/2025/0003
LOCATION:	Street Record, Lane End, Kirkby In Ashfield, Nottinghamshire		
APPLICANT:			

The highway authority's initial observations on the site layout, travel plan (TP), and transport assessment (TA) submitted in support of this planning application were issued on 29/1/25. The applicant has submitted a response to the highway authority's observations in the form of a "Highways Technical Note" (TN; February 2025). Revised site layout and advertising plans have also been submitted.

The TN refers to a revised Transport Assessment (TA). No such document has been posted on the local planning authority's (LPA's) planning application web page. However, given the following observations on the TN, any such revised TA would not be acceptable to the highway authority.

Financial Contributions

The County Council's planning policy observations were issued on 27/2/25. They recommend financial contributions towards bus stop infrastructure improvements, community transport, and the provision of a signalised pedestrian crossing on the B6020 to the east of the site access. These contributions are required to ensure that the proposed development is acceptable in accordance with the sustainable transport policies set out in the National Planning Policy Framework (NPPF, December 2024).

Travel Plan (TP)

Issues relating to the TP have become complex because the previous iteration of the TP (January 2025) removed many of the commitments in the TP on the previous planning application. Some, but not all, of those commitments have been restored in the current draft TP. The key outstanding issues are summarised below.

- The TP Coordinator should be in place prior to occupation (Table 5-1 states within 3 months).
- Taster public transport tickets should be provided to staff on opening. The provision of taster public transport tickets is now common practice amongst workplace TPs.

- Targets should not be changed or updated without discussion with, and the agreement of, the County Council. A statement to this effect should be included. *This comment had been addressed, but again appears to have been removed.*
- The results of monitoring should be disseminated via newsletter/email/noticeboard update to ensure staff are kept informed of TP success. *This comment had been addressed, but again appears to have been removed.*
- Commitment to undertaking traffic counts provided in Para 7.1.7. Count schedule is not provided. The TP should indicate when counts will be undertaken.

The highway authority recommends that the above issues should be discussed directly between the County Council and the TP author. Contact details can be provided on request.

Highways Technical Note (TN)

Observations on those sections of the TN which deal with the TP (i.e. AMA Responses 1 to 13) are summarised above. The highway authority's observations on the remaining points in the TN are presented below, using the AMA Response references.

AMA Response 14 and TN Appendix D

The applicant proposes dropped kerb crossing facilities over the bell mouths to Erewash Street and the unnamed road east of the site. Dropped kerb crossings are also proposed over the B6020 to the west of the site. The applicant relies on the existing signalised crossing at the B6020/Portland Street junction to the east of the site to provide a formal pedestrian crossing facility over the B6020.

The TN states that details of the dropped crossings are shown on the plan in TN Appendix B. The reference should be to TN Appendix D.

The proposal to provide dropped kerbs and tactile paving at the refuge close to Millers Way on the B6020 to the west of the site would be acceptable in-principle to the highway authority. Details can be determined through the Section 278 Agreement process if planning permission is granted.

Dropped kerbs on Erewash Street and the unnamed road to the east of the site are not sufficient. As stated in the highway authority's 29/1/25 observations, "Footway provision should be continued across the bell mouths of these junctions to ensure safe pedestrian priority and to contribute to encouraging pedestrian access to the site. This is a view shared by the highway authority's Safer Highways team as well as aligning with the NPPF."

Reliance on the existing B6020/Portland Street junction to provide pedestrian crossing facilities to the east of the site is not sufficient. That junction is circa 250m to the east of the proposed site access. There are generators of pedestrian trips between that junction and the application site and it would not, in any event, conveniently serve all movements. As stated in the 29/1/25 observations, "The accident record and NPPF

confirm that the applicant should come forward with further measures to encourage pedestrian movement to/from the site and ensure safe crossing facilities over the B6020. The highway authority considers that this should be addressed by the provision of a signalised pedestrian crossing facility over the B6020, located between the proposed site access and the access to the ALDI store, at the location of the existing pedestrian refuge.”

The above view is supported by the County Council’s planning policy response which recommends a financial contribution for the provision of a signalised crossing over the B6020 to the east of the site access.

Without all the facilities described above, the highway authority considers that the proposed development would not be acceptable in pedestrian safety terms. Nor would the scheme comply with the policies set out in paragraphs 115 and 117 of the NPPF, which now place greater emphasis on safe access by sustainable transport modes.

As stated in the 29/1/25 observations, “The applicant’s pedestrian improvement proposals should include the above measures, and the applicant should provide a comprehensive highway scheme drawing for detailed consideration.”

AMA Response 15

The applicant does not satisfactorily address the pedestrian safety issue. There may be several crossing points over the B6020 but, as stated in the 29/1/25 observations, the accident data presented in the applicant’s Transport Assessment (TA) confirms “a total of 18 personal-injury accidents in the TA study area, of which 15 were slight and 3 were serious. 8 accidents involved pedestrians and 4 involved cyclists ... the accident plot and para 3.6.4 [of the TA] confirm that most pedestrian accidents occurred where there is no formal pedestrian crossing facility over the B6020. This again emphasises the need for the provision of appropriate, safe infrastructure, particularly for pedestrians.”

AMA Response 16 and TN Appendix B

The applicant’s site access proposal is not accepted by the highway authority. As previously stated, “the site access should take the form of a commercial dropped kerb footway crossing to maintain pedestrian priority and safety along the southern footway on the B6020, a view supported by the highway authority’s Safer Highways team. Road markings in the ghost island on the B6020 should be in accordance with those shown for left/right staggered ghost island junctions in the Design Manual for Roads and Bridges (DMRB).”

AMA Response 17 and TN Appendix C

The submitted swept path plots show only the left-in/left-out HGV movements at the site access for the McDonalds service vehicle. Those plots are acceptable provided that the size of the service vehicle is restricted to that shown. A Delivery and Servicing Management Plan (DSMP) can be secured by planning condition to ensure that the type and size of vehicles visiting the site can be managed and controlled.

Swept path plots are required for the HGV right-in/right-out movements to confirm that the site access arrangements will operate satisfactorily in relation to the use of the ghost island facility on the B6020 and the proposed signalised crossing and refuge to the east of the site.

AMA Response 18

The TN has not addressed the highway authority's concern regarding site access visibility splays. The proposed site access visibility splays do not accord with the requirements specified in Part 3.3 of the Nottinghamshire Highway Design Guide (HDG).

As previously stated, "the TA does not provide the calculations which determine the major road visibility splay distances shown in Table 4.1 [of the TA]. The traffic data in Appendix D shows 85th percentile traffic speeds on the B6020 approaches to the site of 28.7mph eastbound and 29.7mph westbound ... The eastern traffic count shows an eastbound 85th percentile traffic speed of 29.4mph. It can be argued that this higher eastbound speed should be used in the visibility splay assessment. Based on 85th percentile speeds of 29.4mph (eastbound) and 29.7mph (westbound), and assuming an HGV percentage of more than 5% given the vehicle classifications summarised in the data in Appendix D [of the TA], the major road visibility splay requirements are 46m to both the west and east of the site access. Use of 2.4m x 43m major road visibility splays, as proposed, is therefore inappropriate. The site access scheme should be amended appropriately (with knock on effects on landscaping and signage also to be addressed)."

AMA Response 19

See AMA Response 14 earlier.

AMA Response 20 and TN Appendix D

See AMA Responses 14 and 15 earlier.

AMA Response 21

The applicant has accepted that a planning condition could be attached to the planning permission, if granted, to restrict HGV access to off-peak times to ensure that deliveries do not adversely impact car parking space availability.

AMA Response 22

Noted – see AMA Response 17 earlier.

AMA Response 23

The highway authority will accept the proposed level of parking provision but only if the pedestrian and public transport improvements described earlier, and the TP, are

agreed to ensure that the proposed development minimises reliance on use of the private car and encourages travel by sustainable modes in accordance with the NPPF.

The highway authority will recommend a planning condition to require the applicant to monitor off-site parking on the unnamed road to the east of the site and, if necessary, to come forward with proposals to address any obstructive parking that may take place on that road.

The site layout plan now shows appropriate motorcycle parking provision.

AMA Response 24

Details of secure cycle parking and secure cycle equipment storage can be secured by planning condition.

AMA Response 25 and TN Appendix F

The swept path plot in Appendix F shows that the 7.5 tonne van encroaches into the inbound lane at the site access. This could lead to collisions between vehicles leaving and entering the site. The site access and site layout proposals should be amended to prevent such conflicts.

AMA Response 26 and TN Appendix G

The highway authority has been unable to check the traffic flow inputs in the site access capacity calculations presented in TN Appendix G because the derivation of such flows is not provided in the TN.

AMA Response 27

The lack of a response from the LPA in relation to the applicant's request for details of committed developments near the site is not, of itself, evidence that there are no relevant committed developments. The applicant should determine whether there are any committed developments near the site which should be considered in the TA. Appropriate information should be provided in the TA.

AMA Response 28

Noted.

AMA Response 29

This response does not properly address the highway authority's observations in relation to trip types and is not accepted.

The highway authority considers that, by discounting circa 80% of development traffic as pass-by/diverted trips and with an allowance for only 20% of development traffic as new trips, the TA underestimates the off-site traffic impacts arising from the proposed development.

This issue is material to properly determining the development traffic impacts along the B6020, which will have a bearing on highway and pedestrian safety issues, as outlined earlier.

Full assessments of proportions of new (including food delivery vehicle trips), pass-by, and diverted trips are required. The impacts of new and diverted trips should be incorporated into the applicant's traffic impact assessments.

AMA Response 30

See AMA Responses 14, 15, and 23 earlier.

AMA Response 31

See AMA Response 23 earlier.

AMA Response 32

See AMA Responses 26 and 29 earlier.

AMA Response 33

See AMA Responses 26 and 29 earlier.

The highway authority continues to consider that the TA underestimates the off-site development traffic impacts on the highway network in the vicinity of the site. The highway authority is unable to agree that capacity assessments should be limited only to the site access. As indicated in the highway authority's response to the applicant's Highway Scoping Note, the TA should assess the scheme in accordance with the highway authority's adopted policy, set out in Parts 1.2 and Appendix C of the HDG, to determine the need for (or otherwise) capacity assessments on the wider highway network beyond the site access. In addition, the applicant should examine existing highway conditions in the vicinity of the site to determine whether there is existing congestion during peak periods which could result in the application of lower development traffic thresholds in determining whether off-site capacity assessments are required (and/or a change in the peak periods subject to assessment).

TN Conclusion

Having regard to the issues identified above, the highway authority does not accept the conclusions to the TN.

Site Layout Plan

Most of the highway authority's observations on the proposed site layout are presented earlier.

The disabled parking bays are incorrectly detailed – see para 4.2.5 of the HDG.

Observations on the advertisement and landscaping proposals have not been provided. The applicant should ensure that such measures do not interfere with the correct site access visibility splays (see earlier). Tree canopies should not obstruct visibility in the vertical plane i.e. below 2m above adjacent carriageway level.

The site layout plan is not configured to allow at-scale measurements to be taken.

Once the above issues have been addressed, a suitably configured revised site layout drawing should be submitted.

Summary

The highway authority considers that the applicant has not provided appropriate or sufficient information to allow the transport impacts of the scheme to be fully and properly determined. The highway authority therefore objects to this planning application on the grounds of a lack of information to allow the highway capacity and safety impacts to be assessed.

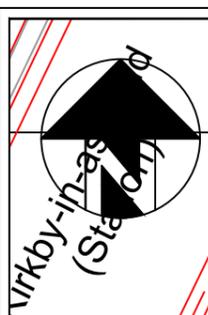
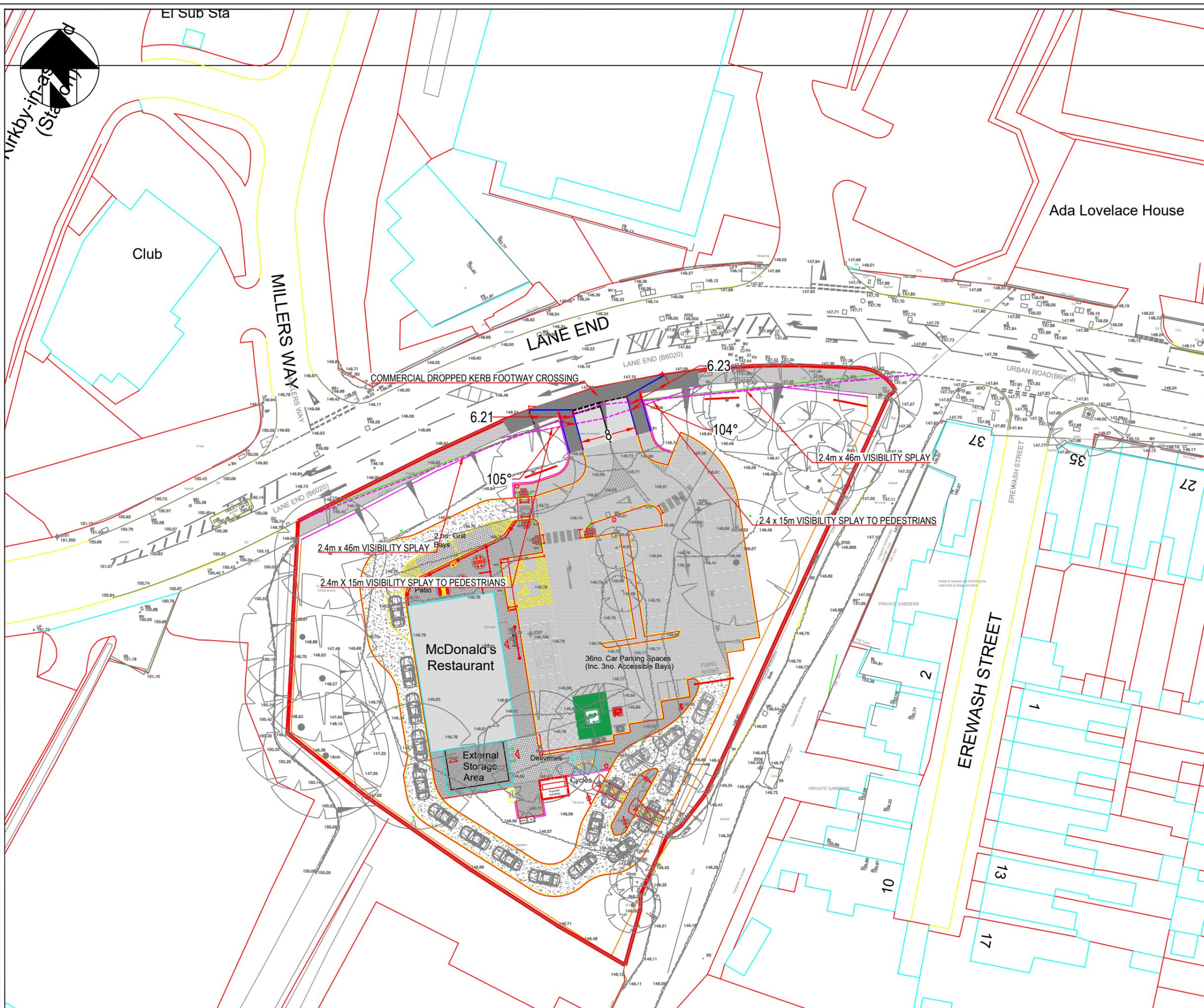
Given the applicant's refusal to provide the pedestrian improvements recommended by the highway authority and the County Council's planning policy team, the highway authority also objects to this planning application on the grounds that the proposed development would give rise to unacceptable impacts to pedestrian safety and would be contrary to the sustainable transport planning policies set out in paragraphs 115 and 117 of the NPPF and in the Ashfield Local Plan.

The highway authority may reconsider its position if the applicant submits further information which satisfactorily addresses the above issues. The highway authority would comment again following receipt of further information.

SD; NCC HDC; 21/3/25.



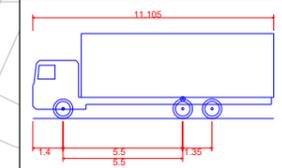
Appendix B
Site Access Design



P02	Revised Site Layout	09.07.25	RCW
P01	Preliminary Issue	02.07.25	OHJ
 ANDREW MOSELEY ASSOCIATES Transport & Infrastructure Consultants 15 St Paul's Street Leeds LS1 2JG www.amatp.co.uk			
Project:			
LANE END, KIRKBY IN ASHFIELD			
Client:			
MCDONALDS RESTAURANTS LTD			
Drawing:			
PROPOSED ACCESS DESIGN			
Drawn By:	OHJ	Date:	02.07.2025
Checked:	GDM	Scale:	1:500
Drawing No.	AMA-50082-SK-016-1.1	Paper:	A3
		Rev.	P02



Appendix C
Service Vehicle Swept Path Analysis



MB - Mercedes Centurion 2545L 26T 11.105m Rigid
 Overall Length 11.105m
 Overall Width 2.600m
 Overall Body Height 3.923m
 Min Body Ground Clearance 0.440m
 Track Width 2.482m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 9.403m



P01	Preliminary Issue	00.00.00	XX
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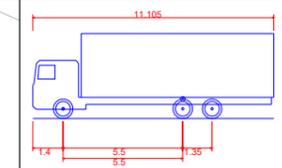
AMA
 ANDREW MOSELEY ASSOCIATES
 Transport & Infrastructure Consultants
 15 St Paul's Street
 Second Floor
 Leeds LS1 2JG
 www.amatp.co.uk

Project:
LANE END, KIRKBY IN ASHFIELD

Client:
MCDONALDS RESTAURANTS LTD

Drawing:
SERVICE VEHICLE SWEEP PATH ANALYSIS

Drawn By: SA	Date: 08.07.2024
Checked: MHT	Scale: 1:500
Drawing No. AMA-50082-ATR003 - 3.4	Rev. P01



MB - Mercedes Centurion 2545L 26T 11.105m Rigid
 Overall Length 11.105m
 Overall Width 2.600m
 Overall Body Height 3.923m
 Min Body Ground Clearance 0.440m
 Track Width 2.482m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 9.403m



P01	Preliminary Issue	00.00.00	XX
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Transport & Infrastructure Consultants
 15 St Paul's Street
 Second Floor
 Leeds LS1 2JG
 www.amatp.co.uk

Project:
LANE END, KIRKBY IN ASHFIELD

Client:
MCDONALDS RESTAURANTS LTD

Drawing:
SERVICE VEHICLE SWEEP PATH ANALYSIS

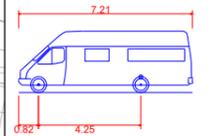
Drawn By: SA Date: 08.07.2025

Checked: MHT Scale: 1:250 Paper: A3

Drawing No. AMA-50082-ATR003 - 4.4 Rev. P01



Appendix D
7.5t Box Van Swept Path Analysis



7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

P01	Preliminary Issue	00.00.00	XX
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Project:
LANE END, KIRKBY IN ASHFIELD

Client:
MCDONALDS RESTAURANTS LTD

Drawing:
7.5 T PANEL VAN - DRIVE THRU

Drawn By: SA	Date: 08.07.2025
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Checked: MHT	Scale: 1:500	Paper: A3
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Drawing No. AMA-50082-ATR003 - 1.4	Rev. P01
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