Nottingham Road, Ripley

Highways Technical Note

Response to Highways Comments from Derbyshire County Council

Planning Application Reference: AVBC/2026/018380/R1

November 2026

AMA Project Number: 40050/ET/JF

INTRODUCTION

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from Derbyshire County Council (DCC) dated 24th September 2026 in relation to the Transport Assessment and Travel Plan submitted for the proposed ALDI foodstore with associated car parking and landscaping. The DCC planning reference is AVBC/2026/018380/R1.

DCC 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 DCC response, a copy is attached at Appendix A. This HTN is supported by the following appendices:

- Appendix A – DCC Consultation Response
- Appendix B – Revised Site Access Arrangements
- Appendix C – Swept Path Analysis
- Appendix D – Fletcher Street Access Closure
- Appendix E – Revised Site Layout
- Appendix F – Proposed Zebra Crossing
- Appendix G – Proposed Wayfinding
- Appendix H – Proposed Extent of Resurfacing

DCC COMMENT 1 – TRANSPORT ASSESSMENT

> *Paras 2.1.1 to 2.1.8 – the National Planning Policy Framework (NPPF) was updated in August 2026, rendering the NPPF analysis in the TA out of date. Insofar as the updated NPPF relates to this planning application, greater emphasis is placed on locating significant development where it can limit the need to travel, particularly by private car, and provide a genuine choice of transport modes. Greater use of walking, wheeling, and cycling is encouraged. The NPPF also now expressly applies the highway safety test, in policy TR6, to construction impacts. The highway authority has considered this planning application in the context of the updated NPPF and does not require the TA to be amended to consider the updated NPPF.*

AMA RESPONSE 1

Noted. The TA was submitted prior to the updated NPPF in August 2026 and so does not refer to this updated policy. However, as above the highway authority have considered this planning application in the context of the updated NPPF and do not require the TA to be amended to consider the updated NPPF.

DCC COMMENT 2 – SITE ACCESS

> *The visibility splays shown on drawing number AMA-40050-SK006 Rev P01 are incorrectly drawn, the minor road visibility splay setback distance being taken from the give way line at the back of the northern footway on the B6441 rather than from the carriageway edge. This is a drafting error. Satisfactory visibility splays, when properly constructed, can be achieved at the*

site access. The visibility splays shown on drawing number AMA-40050-SK006 Rev P01 would conflict with details shown on the submitted site layout plan, which does not show visibility splays at the site access. To address these issues, it is necessary to secure the site access visibility splays by planning condition.

The swept path plots show that the delivery vehicle would have to cross into opposing lanes on the B6441 and within the site when negotiating the site access. Such movements, though infrequent, could be obstructed by, and could obstruct, other movements on the B6441 and within the site. A delivery and servicing management plan (DSMP), e.g. to restrict delivery vehicle sizes, stipulate delivery times, and provide for on-site management of car parking and service vehicle movements, is therefore required to prevent and/or mitigate conflicts. A DSMP can be secured by planning condition.

The delivery vehicle swept path plots may, on occasion, occupy part of the northern footway along the B6441 over a greater area than the width of the site access. The length of the dropped kerb facility at the site access, and the appropriate specification of the footway crossing along that length, should therefore be greater than the width of the site access to accommodate delivery vehicle swept paths without damage to the footway.

AMA RESPONSE 2

The visibility splays at the site access have been amended to be drawn 2.4m from the carriageway edge. As shown in drawing 40050-AMA-XX-XX-SK-C-012-S2-P01 at **Appendix B** these are achievable at 2.4m by 43m in line with the 30mph speed limit on Nottingham Road and the guidance set out within Manual for Streets (MfS).

The site access design has been updated to provide a tapered access to allow the delivery vehicle to access and egress the site without overrunning onto the opposite side of the carriageway. The updated site access design is shown on drawing 40050-AMA-XX-XX-SK-C-012-S2-P01 and the swept path analysis is shown on drawing AMA-40050-ATR-014 P03 at **Appendix C**. The extent of the access to be provided to an appropriate specification to accommodate vehicle movements is indicated on the drawing.

A combined Stage 1 and Stage 2 Road Safety Audit will be completed during the S278 process.

The applicant is willing to accept a condition requiring provision of a Delivery and Servicing Management Plan. Due to the amended site access design it is considered that restrictions to delivery vehicle size and delivery times are not required as the delivery vehicle can access and egress the site without overrunning onto the other side of the carriageway.

DCC COMMENT 3 – NORTHERN FOOTWAY OF THE B6441

TA para 3.3.7 notes that the footway along the northern side of the B6441 at the site frontage has a width of circa 1.8m. An existing telegraph pole to the east of the proposed site access restricts the width further. To safely and conveniently accommodate pedestrian movements it would be appropriate to increase the footway width between the signalised pedestrian crossing and the site access to a minimum of 2m, clear of obstruction.

AMA RESPONSE 3

As part of the proposed access arrangements, the existing telegraph pole will be relocated, providing additional width in this location and therefore a betterment to the existing situation.

The existing lighting column and signal infrastructure do result in narrowing of the footway between the site access and signalised crossing, however, the width of the footway in these locations is still above the absolute minimum width (1000mm) permitted around obstacles, as set out within Inclusive Mobility. The narrowest point along this stretch of footway would be c. 1250mm.

It is therefore considered that the proposals indicated within the revised access drawing are suitable to serve the development and are in accordance with national transport planning policy.

DCC COMMENT 4 - LIGHTING

> *Lighting assessments are required to determine whether the existing street lighting is positioned effectively for the proposed site access or whether improvements are required.*
>
> *The site access scheme design must therefore be subject to further consideration. Appropriate scheme design details can be secured by planning condition.*

AMA RESPONSE 4

Noted. A lighting assessment will be carried out at the detailed design stage.

DCC COMMENT 5 – FLETCHER STREET ACCESS

> *The TA makes no reference to the need to remove the existing vehicular site access onto Fletcher Street and replace that with a continuous footway along the western side of Fletcher Street. The design of the works to replace the existing Fletcher Street access can be secured by planning condition.*
>
> *The necessary highway works would have to be implemented to highway authority specification by means of a Section 278 Agreement under the Highways Act 1980 (S278). The S278 process would include provision for the necessary road safety audit processes.*

AMA RESPONSE 5

The existing vehicular site access onto Fletcher Street will be removed and the footway reinstated to provide a continuous footway on the western side of Fletcher Street. This is illustrated in drawing 40050-AMA-XX-XX-SK-C-013-S2-P01 at **Appendix D**. This work would be completed as part of the S278 agreement and would incorporate the necessary road safety audit process.

DCC COMMENT 6 – PARKING

> *Paras 4.4.1 to 4.4.4 – the TA confirms the adequacy of car parking provision at the site, with an estimated peak car parking accumulation of 66 vehicles (not 53 as stated in TA para 4.4.4) which would be within the 89 car capacity of the standard spaces (ignoring the availability of additional accessible, parent/child, electric vehicle (EV), and passive EV spaces) within the proposed car park.*

AMA RESPONSE 6

Noted. The proposed layout has been updated to accommodate other requests, for example amended cycle and motorcycle parking. The proposals now incorporate 139 customer parking bays, including 9 disabled bays, 9 parent and child bays, 8 EV charging spaces (4 x fast and 4 x rapid) and 26 passive EV spaces.

This represents the loss of two parking spaces from the scheme originally submitted. However, as per the assessment set out within the original Transport Assessment, the level of parking proposed is sufficient to accommodate anticipated demand.

DCC COMMENT 7 – TRAFFIC GENERATION

> *Paras 5.6.5 to 5.7.16 – the highway authority does not accept that "pass-by" trip types would account for as much as 50% of the total traffic generation associated with the proposed*

development, given the references cited in TA para 5.7.3. However, the assumption that all the remaining 50% of trips, some of which would be transfer/diverted trips rather than new trips, would be new trips provides a reasonably robust approach to the estimation of net development traffic generation on the highway network in the vicinity of the site. Changes in trip type proportions would have a limited effect on the assessment of traffic impacts presented later in the TA and the highway authority therefore takes no issue with the overall assessment of development traffic flows set out in TA chapter 5.

AMA RESPONSE 7

Noted. As set out within the Transport Assessment, this methodology has been accepted elsewhere and is considered robust. Nevertheless, it is agreed that changes in the trip type proportions would have a limited effect on the conclusions drawn. Therefore, the previously submitted Transport Assessment adequately demonstrates that the proposals would not result in any severe adverse impacts on the transport network (in terms of capacity and congestions, including cumulative impacts), in accordance with the NPPF TR6.

DCC COMMENT 8 – JUNCTION MODELLING

Paras 6.2.1 to 6.2.5 – the TA confirms that the proposed site access would operate with significant levels of spare capacity and without any significant queues, even under the assumption that all development-generated traffic would be new trips.

Paras 6.2.6 to 6.3.1 – advice from the highway authority's traffic signals engineer confirms that there are some errors/omissions in the modelling of the signalised Grosvenor Road/High Street junction. However, such issues are regarded as being unlikely to have any material impacts on the results of the capacity assessment and the proposed development can be accommodated at this junction with minimal adverse impact. Overall, the junction capacity assessments presented in TA chapter 6 confirm that the proposed development would be unlikely to give rise to a severe adverse impact on capacity or congestion on the local transport network.

TA chapter 7 – the highway authority does not wholly accept the summary and conclusions presented in TA chapter 7, for the reasons expressed elsewhere in these observations. However, subject to appropriate planning conditions and obligations, set out later, the highway authority considers that the proposed development would comply with the relevant policies set out in NPPF chapter 15 and would not give rise to an unacceptable impact on highway safety or severe adverse impacts on the transport network.

AMA RESPONSE 8

Noted. The applicant welcomes the acceptance of the capacity modelling of the proposed site access arrangements.

As set out above, whilst there are some differences in opinion on the modelling parameters of the signalised Grosvenor Road/High Street junction, such issues are regarded as being unlikely to have any material impacts on the results of the capacity assessment. It is therefore agreed that the proposed development can be accommodated at this junction with minimal adverse impact.

The applicant welcomes the conclusion of the LHA that the proposals would not result in any severe adverse impacts nor an unacceptable impact on highway safety, in line with the requirements of the NPPF.

DCC COMMENT 9 – SITE LAYOUT

The site layout shows an area of land to the west of the proposed food store as being left vacant. Access to that land, save for the western pedestrian link onto Nottingham Road, would be taken through the proposed food store site. The proposed access to the vacant site is essentially part of the turning head arrangement which serves the proposed food store. The applicant should note that the access via the food store site, including the pedestrian link to the B6441, must remain private. The vacant area will therefore have no adoptable form of access to the existing adopted highway. This means that any internal access arrangements serving future development of the vacant land would not be adoptable as public highway.

Issues identified elsewhere in these observations will affect the submitted site layout. Planning conditions are recommended to secure appropriate details.

AMA RESPONSE 9

Noted and accepted, the access road will remain in private control and would not be put forward for adoption as public highway.

DCC COMMENT 10 – INTERIM TRAVEL PLAN

The ITP has been submitted as an interim document in support of this planning application. ITP paragraph 2.1.1 recognises that the TP will be subject to "development and implementation". The TP must reflect the updated NPPF. It should also have regard to the highway authority's observations on sustainable travel matters as set out in these observations.

ITP Table 6.1 and paragraph 6.2.4 estimate a car mode share of 66% based on 2011 and 2021 travel to work census data for Amber Valley Middle Super Output Area 008. The 2021 census data is likely to have been affected by Covid19 lockdowns, and its use is not appropriate. The 2021 data includes reference to 17% of people working from home, whereas the option of working from home is unlikely to be available for most ALDI food store staff. Consequently, the existing and proposed target car mode shares set out in the ITP are not appropriate, though it is noted that the ITP proposes validation of mode shares by initial travel surveys.

The ITP largely focusses on employees, despite acknowledging that customer travel demand will significantly exceed staff travel demand, and accepts customer car dependency too readily. Consequently, the ITP proposes no customer mode share targets. This represents a significant weakness in the ITP, given that customer trips will account for most journeys associated with the development. The TP should establish measurable targets for customer travel behaviour, even if limited to growth in walking and cycling mode share from a baseline survey position.

It follows that a revised and detailed TP must be produced in due course. The detailed TP would benefit from, for example, initial surveys of site traffic flows, and surveys of customer and staff modal shares which would then be used to determine the mode share targets to be adopted in the final TP.

For the above reasons, the highway authority offers no further detailed observations on the ITP at this stage. Instead, the highway authority's approach is to secure submission and approval of a detailed TP by planning condition, as recommended later in these observations.

Financial contributions will be required for TP monitoring and for a TP bond. In line with the highway authority's Developer Contributions Protocol (see https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/planning/developer-contributions-protocol.pdf, the sums are £10,000 for the former and £28,800 for the latter.

AMA RESPONSE 10

Noted. The applicant is willing to agree the content of the Travel Plan with DCC at the discharge of condition stage.

It is worth noting that due to the nature of the site as a foodstore, it is not considered that TP targets should be applicable to customers, as Aldi have minimal control over customer travel behaviour, and the majority requiring a car to carry their shopping.

This is supported in the Travel Planning guidance set out on the DCC website which states 'If mode-split target is put forward for a particular development (rather than a trip generation based target), then the travel plan should provide reasons, which may include: sites with a high proportion of trips by persons who do not form the key formal travel plan audience group e.g supermarkets…'.

If traffic counts at the site were used to inform the Travel Plan targets, the data would be largely skewed due to the high proportion of customers accessing the site compared to the low number of staff. It is therefore considered that this data would not provide an accurate representation of staff mode share at the site and mode share surveys would be more appropriate.

AMA act as Travel Plan Coordinator for a large number of Aldi stores and prepare the subsequent Annual Monitoring Reports (AMRs) across the country. AMA are therefore are able to regularly obtain a very high response rate from Aldi employees to staff surveys which are consistently between an 80-90% response rate. It is therefore considered that staff travel surveys are the most appropriate form of travel plan monitoring for this store.

DCC COMMENT 11 – SUSTAINABLE TRAVEL

The TA and ITP demonstrate that the site is located within reasonable walking distance of Ripley town centre, surrounding residential areas, and public transport services. They identify the proximity of the Ripley Greenway and local public rights of way. However, the documents primarily rely upon existing infrastructure and promotional measures, rather than identifying meaningful interventions that would improve conditions for walking, wheeling, and cycling in accordance with NPPF objectives.

Whilst active travel opportunities exist in the vicinity of the site, the proposals do not adequately explore opportunities to enhance connectivity or encourage modal shift. In particular, the proximity of the Ripley Greenway presents an opportunity to improve access to a key active travel corridor, but no improvements or wayfinding measures are proposed.

Overall, the submissions demonstrate that sustainable transport options are available in the vicinity of the site but do not fully maximise opportunities for walking, wheeling, and cycling in accordance with the NPPF. Stronger commitments to active travel connectivity, cycle parking provision, and TP measures should be secured to better support sustainable travel objectives and reduce reliance on the private car.

The following key active travel requirements therefore apply:

• Cycle and Motorcycle Parking - provide enhanced cycle parking facilities that cater for both customers and staff, exceeding the minimal provision of eight spaces as currently proposed. This should include a proportion of larger spaces suitable for cargo bikes, adapted cycles, and family cycles. Cycle parking should be in a prominent and convenient position close to the store entrance, rather than being behind the trolley store, to maximise visibility, improve natural surveillance, and help promote active travel. Cycle parking should be secure and covered. Secure motorcycle parking bays should be provided within the site. Such measures will require changes to the site layout plan.

• Staff Facilities - staff changing facilities and showers should be provided within the store to support employees who walk or cycle to work, rather than relying solely on lockers, coat hooks, and toilet facilities for changing. Such measures will require changes to the store floor plan.

• B6441 Crossings - improved crossing facilities should be provided on the B6441 to the west of the site access to provide a more direct and coherent route between the site, Ripley town centre, and residential areas to the south and south-west of the site. Scheme details can be secured by planning condition.

• Ripley Greenway and Off-site Connectivity - improved pedestrian and cycle connections should be provided between the site and the Ripley Greenway, recognising the Greenway as the principal strategic active travel corridor in the area. Off-site works should be promoted to improve connectivity between the development and nearby walking and cycling routes where deficiencies are identified. Details can be secured by planning condition and/or a financial contribution can be secured by obligation.

• Wayfinding - active travel wayfinding and signage should be provided to link the store to nearby residential areas, the town centre, bus stops, and the Ripley Greenway. Wayfinding should be provided to signpost a route between the Ripley Greenway and the proposed development. Scheme details can be secured by planning condition and/or a financial contribution can be secured by obligation.

Planning conditions and obligations are recommended to address the above issues.

AMA RESPONSE 11

Cycle and Motorcycle Parking

The cycle parking has been relocated closer to the store entrance to maximise visibility and natural surveillance. Secure, covered cycle parking is available for 16 cycles and two cargo / adapted / family cycles, which is a notable improvement on the initial proposals. The store will also be provided with CCTV, adding an extra security measure to the cycle parking area.

The site plan has been updated to illustrate three motorcycle parking bays at the northeastern side of the car park.

The updated cycle parking and motorcycle parking is shown on the updated site layout at **Appendix E**.

Staff Facilities

Dedicated staff changing facilities and showers are not considered necessary, or proportionate, for the proposed development.

The number of employees present on site at any given time is low, typically ranging between two and five members of staff, depending on trading patterns. Provision of dedicated changing rooms and showers for a maximum peak shift of five staff members is disproportional to the scale of operation.

To support staff commuting via active travel, secure staff lockers and private, lockable toilets will be provided. These facilities afford sufficient privacy for staff to change or refresh if required.

On this basis, the proposed facilities are adequate for the operational needs of the store and sufficiently support sustainable travel choices for staff.

B6441 Crossing

A controlled pedestrian crossing has been proposed to the west of the site in the form of a zebra crossing. This is shown on AMA drawing 40050-AMA-XX-XX-SK-C-011-S2-P01 attached at **Appendix F**.

This provides a more direct pedestrian route to the southwest of the site towards Ripley town centre and to the residential areas to the south of the site.

This crossing would be installed as part of the S278 works.

Ripley Greenway

Whilst the applicant recognises that the Ripley Greenway forms a strategic active travel corridor, this facility is located approximately 200m west of the site, but can only be accessed approximately 550m southwest of the site from Albion Street. It is therefore not expected to be used frequently by a notable proportion of people accessing the proposed foodstore.

Cyclists travelling between the Ripley Greenway and the site are likely to use either Broadway or Lyncroft Avenue. Both Broadway and Lyncroft Avenue are subject to a 30mph speed limit and have traffic calming measures available at regular intervals to control vehicle speeds. Speed humps are provided on Lyncroft Avenue and both speed humps and chicane features are in place on Broadway. It is therefore considered that both of these residential roads are conducive to on-carriageway cycling and will be used by cyclists travelling between the site and the Ripley Greenway.

The proposed pedestrian crossing referenced above will better facilitate pedestrian trips between the site and the Greenway.

As detailed in the section below, wayfinding signage will be provided between the site and Ripley Greenway.

It is not considered that any further improvements to existing infrastructure are required to make the proposals acceptable.

Wayfinding

A scheme of wayfinding as been developed and is demonstrated in drawing 40050-AMA-XX-XX-SK-C-0010-S2-P01 included at **Appendix G**. This will support connections between the site, Ripley town centre and the Ripley Greenway and enhance travel by active and sustainable modes.

DCC COMMENT 12 – TRAFFIC REGULATION ORDERS

> *Save for the "At Any Time" traffic regulation orders (TROs) which protect visibility on the immediate approaches to junctions, and for the zig-zag markings on the approaches to the B6441 signalised pedestrian crossing, there are no waiting restrictions along the B6441 or Fletcher Street in the vicinity of the site. Provision is therefore required for implementation of TROs e.g. to prevent on-street parking along the site frontage to the B6441 which might otherwise obstruct site access visibility and service vehicle movements.*

AMA RESPONSE 12

TROs in the form of double yellow lines are proposed on the northern side of the B6441 Nottingham Road to protect the visibility splay and ensure sufficient space is available for a delivery vehicles to appropriately access and egress the site. The proposed extent of TROs are indicated in Drawing 40050-AMA-XX-XX-SK-C-012-S2-P01.

Given the proposed amendments to the access, it is not considered necessary to implement any TROs on the southern side of Nottingham Road.

DCC COMMENT 13 – BUS STOP INFRASTRUCTURE

> *Bus stops are located on the B6441 to the north-east of its junctions with Fletcher Street and Dannah Street. Facilities at the south-westbound bus stop adjacent to Dannah Street are limited, with no shelter. The north-eastbound bus stop to the north-east of Fletcher Street has a shelter but, otherwise, has limited infrastructure. Improvements to bus stop infrastructure should be provided by the developer to encourage use of public transport in accordance with NPPF objectives.*

AMA RESPONSE 13

It is considered that the local bus stop infrastructure is sufficient to serve the proposed development. The eastbound bus stop nearest the site is provided with a shelter, and both bus stops are provided with raised boarding kerbs, marked bus cages and timetable information. There is insufficient land available to provide a shelter for the westbound stop.

The site is located in a sustainable location with large residential areas within a reasonable walking or cycling distance. It is therefore considered that the provision of the controlled pedestrian zebra crossing to the west of the site will have a greater impact on increasing sustainable modes of travel than improved bus stop infrastructure.

It is expected that the majority of trips to the store by customers will be car-based, although it is acknowledged that some will travel by bus. Aldi often employ locally and so a number of staff at the site are likely to live in the residential areas surrounding the site and be able to walk or cycle to the site, with a small proportion who may potentially travel by bus.

Given that the existing bus stop infrastructure is provided to a good standard, and the proposed development is unlikely to result in a notable uplift in people using the bus, it is not considered that improvements to the local bus stops are required to make the proposals acceptable.

DCC COMMENT 14 – CARRIAGEWAY SURFACING AND ROAD MARKINGS

> *Existing road markings and the carriageway surface on the B6441 at the site frontage and on the approaches to the signalised pedestrian crossing are in poor condition. To safely accommodate the proposed site access and additional pedestrian movement attracted to the proposed development via the crossing, it is necessary for the existing road markings to be refreshed and the carriageway surfaces to be improved.*

AMA RESPONSE 14

The extent of resurfacing proposed in proximity to the site access has been set out on drawing 40050-AMA-XX-XX-SK-C-014-S2-P01 at **Appendix H**, this includes a c. 71m stretch of carriageway proposed for resurfacing and road markings to be refreshed. This is considered proportionate to the scale of the development being proposed.

DCC COMMENT 15 - CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

> *A construction traffic management plan is required to ensure that the proposed development can be safely constructed without adverse impacts on the B6441 or on residents and businesses.*

AMA RESPONSE 15

A CTMP will be prepared post planning and can be secured via a planning condition.

CONCLUSION

This Highways Technical Note provides responses to the comments received from DCC 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.

APPENDICES

Appendix A DCC Consultation Response

Appendix B Revised Site Access Arrangements

Appendix C Swept Path Analysis

Appendix D Fletcher Street Access Closure

Appendix E Revised Site Layout

Appendix F Proposed Zebra Crossing

Appendix G Proposed Wayfinding

Appendix H Proposed Extent of Resurfacing

Appendix A
DCC Consultation Response

DERBYSHIRE County Council

Response provided under the delegated authority of the Executive Director for Place

Planning Manager
Amber Valley Borough Council
PO Box 15, Town Hall, Market Place
RIPLEY
Derbyshire
DE5 3XE

Highway Officer: Steve Dudhill
Our ref: AVBC/2026/018380/R1
Your ref: AVA/2026/0471
Date: 24 September 2026

Dear Ms Cox,

TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY

PROPOSAL: Full planning application for the demolition of existing buildings and erection of an ALDI foodstore (Class E(a)) with associated car parking and landscaping

LOCATION: Land Off Nottingham Road Nottingham Road Ripley Derbyshire

---

Derbyshire County Council, the Highway Authority acting in its role as Statutory Consultee, has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, has no objection subject to recommended planning conditions, informatives, and financial obligations.

Background

This planning application seeks permission for the demolition of existing buildings and the erection of an ALDI food store (Class E(a)), having a gross internal floor area of 1881 sq m, with associated car parking and landscaping on land off Nottingham Road, Ripley.

Nottingham Road is a classified road, the B6441, which is subject to a 30mph speed limit in the vicinity of the site. It is street lit with footways on both sides and a signalised pedestrian crossing at the site frontage.

The site currently takes access from both the B6441 and Fletcher Street and accommodated a former communications and industrial facility. The planning

application form confirms that the existing use has a gross internal floor area of 1936 sq m.

Proposed Development

The proposed development would take access onto the B6441, the access to Fletcher Street being closed. The principal access would be at the mid-point of the site frontage to the B6441 and would take the form of a dropped kerb footway crossing. A further pedestrian access is proposed at the south-western end of the site frontage. Service access is shown at the south-western end of the store footprint, within a dedicated area which would require service vehicles to reverse into and/or out of the service yard.

141 car parking spaces and 8 cycle parking spaces, by means of 4 uncovered hoops, are proposed. The planning application form states that the proposed development would employ 40 full-time equivalent employees. Opening hours would be 8am to 10pm Monday to Saturday and 10am to 6pm on Sunday.

The proposed development does not occupy the whole of the land within the applicant's control. An area of land to the west of the proposed food store would be left vacant, with access to potential future development of that land, save for the western pedestrian link, taken through the proposed food store site.

Documentation

The following documents, where of interest to the highway authority, have been submitted in support of this application and are considered in these observations:

Location Plan, drawing number 20663-050.

Proposed Site Layout plan, drawing number 20663-THP-XX-XX-DR-A-1000.

Transport Assessment (TA), dated 9/7/26.

Interim Travel Plan (ITP), dated 9/7/26.

The applicant sought pre-application advice from the highway authority in relation to a "Highway Scoping Note" (HSN; dated May 2026). The highway authority's pre-application advice was issued on 14/5/26.

Transport Assessment (TA)

The highway authority has the following observations on the TA, where necessary, using the paragraph numbers in that document for reference.

Paras 2.1.1 to 2.1.8 – the National Planning Policy Framework (NPPF) was updated in August 2026, rendering the NPPF analysis in the TA out of date. Insofar as the updated NPPF relates to this planning application, greater emphasis is placed on locating significant development where it can limit the need to travel, particularly by private car, and provide a genuine choice of transport modes. Greater use of walking, wheeling, and cycling is encouraged. The NPPF also now expressly applies the highway safety test, in policy TR6, to construction impacts. The highway

authority has considered this planning application in the context of the updated NPPF and does not require the TA to be amended to consider the updated NPPF.

Paras 2.1.9 to 2.2.10 and 3.3.1 to 3.5.4 – observations on the submitted ITP and sustainable travel matters are presented later in these observations.

Paras 3.6.1 to 3.6.14 – the accident analysis shows only one slight injury accident in the immediate vicinity of the application site (close to the B6441/Fletcher Street junction) with no accident clusters along the B6441 close to the site. There are no significant accident clusters at junctions within the TA study area. Given the limited additional net new traffic impact likely to arise from the proposed development, relative to the established use and having regard to retail trip types (see later observations) and the forecast operation of and appropriate geometric layout of the proposed site access (subject to conditions), the highway authority considers that the proposed development would be unlikely to give rise to an unacceptable impact on highway safety.

Paras 4.2.2 and 4.3.1 and TA Appendices B and C – the site access scheme is illustrated on drawing number AMA-40050-SK006 Rev P01 presented in TA Appendix B.

The visibility splays shown on drawing number AMA-40050-SK006 Rev P01 are incorrectly drawn, the minor road visibility splay setback distance being taken from the give way line at the back of the northern footway on the B6441 rather than from the carriageway edge. This is a drafting error. Satisfactory visibility splays, when properly constructed, can be achieved at the site access. The visibility splays shown on drawing number AMA-40050-SK006 Rev P01 would conflict with details shown on the submitted site layout plan, which does not show visibility splays at the site access. To address these issues, it is necessary to secure the site access visibility splays by planning condition.

The swept path plots show that the delivery vehicle would have to cross into opposing lanes on the B6441 and within the site when negotiating the site access. Such movements, though infrequent, could be obstructed by, and could obstruct, other movements on the B6441 and within the site. A delivery and servicing management plan (DSMP), e.g. to restrict delivery vehicle sizes, stipulate delivery times, and provide for on-site management of car parking and service vehicle movements, is therefore required to prevent and/or mitigate conflicts. A DSMP can be secured by planning condition.

The delivery vehicle swept path plots may, on occasion, occupy part of the northern footway along the B6441 over a greater area than the width of the site access. The length of the dropped kerb facility at the site access, and the appropriate specification of the footway crossing along that length, should therefore be greater than the width of the site access to accommodate delivery vehicle swept paths without damage to the footway.

TA para 3.3.7 notes that the footway along the northern side of the B6441 at the site frontage has a width of circa 1.8m. An existing telegraph pole to the east of the proposed site access restricts the width further. To safely and conveniently accommodate pedestrian movements it would be appropriate to increase the footway width between the signalised pedestrian crossing and the site access to a minimum of 2m, clear of obstruction.

Lighting assessments are required to determine whether the existing street lighting is positioned effectively for the proposed site access or whether improvements are required.

The site access scheme design must therefore be subject to further consideration. Appropriate scheme design details can be secured by planning condition.

The TA makes no reference to the need to remove the existing vehicular site access onto Fletcher Street and replace that with a continuous footway along the western side of Fletcher Street. The design of the works to replace the existing Fletcher Street access can be secured by planning condition.

The necessary highway works would have to be implemented to highway authority specification by means of a Section 278 Agreement under the Highways Act 1980 (S278). The S278 process would include provision for the necessary road safety audit processes.

Paras 4.4.1 to 4.4.4 – the TA confirms the adequacy of car parking provision at the site, with an estimated peak car parking accumulation of 66 vehicles (not 53 as stated in TA para 4.4.4) which would be within the 89 car capacity of the standard spaces (ignoring the availability of additional accessible, parent/child, electric vehicle (EV), and passive EV spaces) within the proposed car park.

Paras 5.6.5 to 5.7.16 – the highway authority does not accept that “pass-by” trip types would account for as much as 50% of the total traffic generation associated with the proposed development, given the references cited in TA para 5.7.3. However, the assumption that all the remaining 50% of trips, some of which would be transfer/diverted trips rather than new trips, would be new trips provides a reasonably robust approach to the estimation of net development traffic generation on the highway network in the vicinity of the site. Changes in trip type proportions would have a limited effect on the assessment of traffic impacts presented later in the TA and the highway authority therefore takes no issue with the overall assessment of development traffic flows set out in TA chapter 5.

Paras 6.2.1 to 6.2.5 – the TA confirms that the proposed site access would operate with significant levels of spare capacity and without any significant queues, even under the assumption that all development-generated traffic would be new trips.

Paras 6.2.6 to 6.3.1 – advice from the highway authority’s traffic signals engineer confirms that there are some errors/omissions in the modelling of the signalised Grosvenor Road/High Street junction. However, such issues are regarded as being unlikely to have any material impacts on the results of the capacity assessment and the proposed development can be accommodated at this junction with minimal adverse impact. Overall, the junction capacity assessments presented in TA chapter 6 confirm that the proposed development would be unlikely to give rise to a severe adverse impact on capacity or congestion on the local transport network.

TA chapter 7 – the highway authority does not wholly accept the summary and conclusions presented in TA chapter 7, for the reasons expressed elsewhere in these observations. However, subject to appropriate planning conditions and obligations, set out later, the highway authority considers that the proposed development would comply with the relevant policies set out in NPPF chapter 15 and

would not give rise to an unacceptable impact on highway safety or severe adverse impacts on the transport network.

Site Layout

The site layout shows an area of land to the west of the proposed food store as being left vacant. Access to that land, save for the western pedestrian link onto Nottingham Road, would be taken through the proposed food store site. The proposed access to the vacant site is essentially part of the turning head arrangement which serves the proposed food store. The applicant should note that the access via the food store site, including the pedestrian link to the B6441, must remain private. The vacant area will therefore have no adoptable form of access to the existing adopted highway. This means that any internal access arrangements serving future development of the vacant land would not be adoptable as public highway.

Issues identified elsewhere in these observations will affect the submitted site layout. Planning conditions are recommended to secure appropriate details.

Interim Travel Plan (ITP)

The ITP has been submitted as an interim document in support of this planning application. ITP paragraph 2.1.1 recognises that the TP will be subject to "development and implementation". The TP must reflect the updated NPPF. It should also have regard to the highway authority's observations on sustainable travel matters as set out in these observations.

ITP Table 6.1 and paragraph 6.2.4 estimate a car mode share of 66% based on 2011 and 2021 travel to work census data for Amber Valley Middle Super Output Area 008. The 2021 census data is likely to have been affected by Covid19 lockdowns, and its use is not appropriate. The 2021 data includes reference to 17% of people working from home, whereas the option of working from home is unlikely to be available for most ALDI food store staff. Consequently, the existing and proposed target car mode shares set out in the ITP are not appropriate, though it is noted that the ITP proposes validation of mode shares by initial travel surveys.

The ITP largely focusses on employees, despite acknowledging that customer travel demand will significantly exceed staff travel demand, and accepts customer car dependency too readily. Consequently, the ITP proposes no customer mode share targets. This represents a significant weakness in the ITP, given that customer trips will account for most journeys associated with the development. The TP should establish measurable targets for customer travel behaviour, even if limited to growth in walking and cycling mode share from a baseline survey position.

It follows that a revised and detailed TP must be produced in due course. The detailed TP would benefit from, for example, initial surveys of site traffic flows, and surveys of customer and staff modal shares which would then be used to determine the mode share targets to be adopted in the final TP.

For the above reasons, the highway authority offers no further detailed observations on the ITP at this stage. Instead, the highway authority's approach is to secure submission and approval of a detailed TP by planning condition, as recommended later in these observations.

Financial contributions will be required for TP monitoring and for a TP bond. In line with the highway authority's Developer Contributions Protocol (see https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/planning/developer-contributions-protocol.pdf, the sums are £10,000 for the former and £28,800 for the latter.

Sustainable Travel

The TA and ITP demonstrate that the site is located within reasonable walking distance of Ripley town centre, surrounding residential areas, and public transport services. They identify the proximity of the Ripley Greenway and local public rights of way. However, the documents primarily rely upon existing infrastructure and promotional measures, rather than identifying meaningful interventions that would improve conditions for walking, wheeling, and cycling in accordance with NPPF objectives.

Whilst active travel opportunities exist in the vicinity of the site, the proposals do not adequately explore opportunities to enhance connectivity or encourage modal shift. In particular, the proximity of the Ripley Greenway presents an opportunity to improve access to a key active travel corridor, but no improvements or wayfinding measures are proposed.

Overall, the submissions demonstrate that sustainable transport options are available in the vicinity of the site but do not fully maximise opportunities for walking, wheeling, and cycling in accordance with the NPPF. Stronger commitments to active travel connectivity, cycle parking provision, and TP measures should be secured to better support sustainable travel objectives and reduce reliance on the private car.

The following key active travel requirements therefore apply:

- Cycle and Motorcycle Parking - provide enhanced cycle parking facilities that cater for both customers and staff, exceeding the minimal provision of eight spaces as currently proposed. This should include a proportion of larger spaces suitable for cargo bikes, adapted cycles, and family cycles. Cycle parking should be in a prominent and convenient position close to the store entrance, rather than being behind the trolley store, to maximise visibility, improve natural surveillance, and help promote active travel. Cycle parking should be secure and covered. Secure motorcycle parking bays should be provided within the site. Such measures will require changes to the site layout plan.

- Staff Facilities - staff changing facilities and showers should be provided within the store to support employees who walk or cycle to work, rather than relying solely on lockers, coat hooks, and toilet facilities for changing. Such measures will require changes to the store floor plan.

- B6441 Crossings - improved crossing facilities should be provided on the B6441 to the west of the site access to provide a more direct and coherent route between the site, Ripley town centre, and residential areas to the south and south-west of the site. Scheme details can be secured by planning condition.

- Ripley Greenway and Off-site Connectivity - improved pedestrian and cycle connections should be provided between the site and the Ripley Greenway, recognising the Greenway as the principal strategic active travel corridor in the area. Off-site works should be promoted to improve connectivity between the development and nearby walking and cycling routes where deficiencies are identified. Details can be secured by planning condition and/or a financial contribution can be secured by obligation.

- Wayfinding - active travel wayfinding and signage should be provided to link the store to nearby residential areas, the town centre, bus stops, and the Ripley Greenway. Wayfinding should be provided to signpost a route between the Ripley Greenway and the proposed development. Scheme details can be secured by planning condition and/or a financial contribution can be secured by obligation.

Planning conditions and obligations are recommended to address the above issues.

Further Matters

Save for the “At Any Time” traffic regulation orders (TROs) which protect visibility on the immediate approaches to junctions, and for the zig-zag markings on the approaches to the B6441 signalised pedestrian crossing, there are no waiting restrictions along the B6441 or Fletcher Street in the vicinity of the site. Provision is therefore required for implementation of TROs e.g. to prevent on-street parking along the site frontage to the B6441 which might otherwise obstruct site access visibility and service vehicle movements.

Bus stops are located on the B6441 to the north-east of its junctions with Fletcher Street and Dannah Street. Facilities at the south-westbound bus stop adjacent to Dannah Street are limited, with no shelter. The north-eastbound bus stop to the north-east of Fletcher Street has a shelter but, otherwise, has limited infrastructure. Improvements to bus stop infrastructure should be provided by the developer to encourage use of public transport in accordance with NPPF objectives.

Existing road markings and the carriageway surface on the B6441 at the site frontage and on the approaches to the signalised pedestrian crossing are in poor condition. To safely accommodate the proposed site access and additional pedestrian movement attracted to the proposed development via the crossing, it is necessary for the existing road markings to be refreshed and the carriageway surfaces to be improved.

A construction traffic management plan is required to ensure that the proposed development can be safely constructed without adverse impacts on the B6441 or on residents and businesses.

The above requirements can be secured by planning conditions with funding secured, where necessary, by planning obligation.

Conclusion

Subject to appropriate mitigation, the highway authority considers that the proposed development would not give rise to an unacceptable impact on highway safety or a

severe impact on the transport network. The proposed development would therefore be acceptable in the context of policy TR6 of the NPPF.

Measures are required to ensure that the proposed development complies with the wider objectives of the NPPF. The highway authority recommends planning conditions and obligations to deliver such measures.

Having regard to the above, the highway authority would have no objection to this planning application subject to the following planning obligations and planning conditions being required if planning permission is granted.

Planning Obligations

1. Funding of the processing of TROs and the implementation of works to bring into effect those TROs: at cost, payment triggers to be determined following identification of scheme design.

2. Funding of improvements to bus stop infrastructure: cost to be determined following approval of scheme design, payable prior to development commencement.

3. TP monitoring fee: £10,000; payable prior to development commencement.

4. TP bond: £28,800; payable prior to development commencement.

5. Funding of improved pedestrian and cycle connections between the site, Ripley Greenway, and other nearby walking/cycling routes and wayfinding signage between the site and residential areas, Ripley town centre, bus stops, public footpath and cycleway facilities, and the Ripley Greenway: cost to be determined following approval of scheme design, payable prior to development commencement.

Planning Conditions

1. The development hereby permitted shall not be occupied until the access, parking, and turning facilities have been provided as shown on drawing number 20663-THP-XX-XX-DR-A-1000 save for where amendments are required by the following planning conditions. The approved layout shall be maintained for the life of the development.

Reason: To ensure conformity with submitted details.

2. The development hereby permitted shall not commence until the detailed design of the proposed site access scheme on the B6441 has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development hereby permitted being brought into use. The scheme shall include, but not be limited to providing, details of the following:

a) 2.4m x 43m visibility splays along the B6441 on both sides of the site access centreline, the major road visibility splays being projected to the nearside channel line on the B6441.

b) An over wide dropped kerb footway crossing to highway authority specification.

c) Widening of the northern B6441 footway between the site access and the signalised pedestrian crossing to the east of the site access to a minimum width of 2m, with removal of obstructions to pedestrian movement along the improved footway.

d) Improvements to road markings along the B6441 in the vicinity of the site access and on the B6441 approaches to the signalised pedestrian crossing to the east of the site access.

e) Improvements to the carriageway surface along the B6441 in the vicinity of the site access and on the B6441 approaches to the signalised pedestrian crossing to the east of the site access.

Reason: In the interest of highway safety and sustainable travel.

3. The development hereby permitted shall not commence until details of a scheme for the closure of the Fletcher Street site access and its replacement by a footway have first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development hereby permitted being brought into use.

Reason: In the interest of highway safety and sustainable travel.

4. The development hereby permitted shall not commence until details of secure, covered cycle parking and secure motorcycle parking facilities have first been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented prior to the development hereby permitted being brought into use to the satisfaction of the Local Planning Authority and shall be maintained for the life of the development.

Reason: In the interest of sustainable travel.

5. The development hereby permitted shall not commence until details of staff shower, changing, and cycle equipment locker facilities within the store have first been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented prior to the development hereby permitted being brought into use and shall be maintained for the life of the development.

Reason: in the interest of sustainable travel.

6. The development hereby permitted shall not commence until a detailed travel plan has first been submitted to and approved in writing by the Local Planning Authority. The plan shall include mechanisms for delivery of sustainable transport objectives, monitoring and review, timescales for implementation, measures to manage the plan over time, and fallback options if initial measures do not deliver targeted outcomes. The travel plan shall be implemented in accordance with the approved details.

Reason: In the interest of sustainable travel.

7. The development hereby permitted shall not commence until a delivery and servicing management plan has first been submitted to and approved in writing by the Local Planning Authority. The plan shall include a timetable for implementation, mechanisms for monitoring and review, and timescales for implementation. The plan shall be implemented in accordance with the approved details on first occupation of the development hereby permitted.

Reason: To minimise conflict between delivery vehicles and other users at the site access in the interest of highway safety.

8. The development hereby permitted shall not commence until a scheme for the implementation of new, and/or amendments to existing, traffic regulation orders has first been submitted to and approved in writing by the Local Planning Authority. An application for the necessary traffic regulation orders shall be made prior to development commencement. Any measures subsequently approved shall be implemented within 4 months of the date of that approval.

Reason: In the interest of highway safety.

9. The development hereby permitted shall not commence until a scheme of improvements to the bus stops on the B6441 to the east of the site has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development hereby permitted being brought into use.

Reason: In the interest of furthering sustainable travel.

10. The development hereby permitted shall not commence until a scheme of pedestrian crossing facilities over the B6441 to the west of the site access has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development hereby permitted being brought into use.

Reason: In the interest of pedestrian safety and sustainable travel.

11. The development hereby permitted shall not commence until a scheme of improved pedestrian and cycle connections between the site, Ripley Greenway, and other nearby walking/cycling routes has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development hereby permitted being brought into use.

Reason: In the interest of sustainable travel.

12. The development hereby permitted shall not commence until a scheme of wayfinding signage between the site and residential areas, Ripley town centre, bus stops, public footpath and cycleway facilities, and the Ripley Greenway has first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development hereby permitted being brought into use.

Reason: In the interest of sustainable travel.

13. The development hereby permitted (including demolition) shall not commence until a construction traffic management plan has first been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction period. The plan shall include, but not be restricted to providing, details of:

a) Parking of vehicles of site operatives and visitors;

b) Measures taken to ensure safe and satisfactory access and movement for neighbouring properties;

c) Measures taken to ensure safe and satisfactory access and movement on the B6441;

d) Safe routes for pedestrians;

e) Advisory and prohibited routes for construction traffic;

f) Prohibited delivery times, to avoid deliveries during peak highway periods;

g) Temporary access to the site and temporary traffic management arrangements on the highway;

h) Locations for loading/unloading and storage of plant, waste, and construction materials;

i) Methods for preventing mud and dust being carried onto the highway;

j) Arrangements for turning vehicles;

k) Arrangements to receive abnormal loads or unusually large vehicles;

l) Joint highway condition survey;

m) Methods of positively communicating the plan to staff, visitors, and neighbouring residents and businesses.

Reason: In the interests of highway and pedestrian safety during construction.

Informatives

The highway authority recommends that the following informatives should be appended to the decision notice.

Notes to Applicant

Planning permission does not convey consent to work on or adjacent to the public highway.

Prior to any works commencing on site, including demolition works, the developer must obtain the highway authority’s consent.

The development makes it necessary to carry out works on the adopted highway, including at the site access, along the B6441, on Fletcher Street and elsewhere. Such works shall be constructed to the satisfaction of the highway authority at the developer's expense.

Before undertaking work on the adopted highway, the developer must enter into a highway agreement with the County Council, under Section 278 of the Highways Act 1980, which would specify the works and the terms and conditions under which they are to be carried out. The highway agreement must be completed, the bond secured, and the highway authority's technical approval and inspection fees paid before any further details will be considered and approved.

Contact the highway authority's Development Implementation team at development.implementation@derbyshire.gov.uk allowing sufficient time for the preparation and signing of the agreement.

The developer will be required to pay fees to cover the Council's costs in undertaking the following actions: Drafting the agreement; Monitoring; Approving the highway details; Inspecting the highway works.

The development hereby approved, and any associated highway works, is likely to impact on the operation of the highway network during construction. The developer should contact the highway authority's Network Management Team at www.derbyshire.gov.uk/transport-roads/roads traffic/roadworks/roadworks.aspx to discuss any necessary temporary traffic management measures at least eight weeks prior to any activity on site to enable temporary traffic regulation orders to be prepared and/or a programme of temporary traffic management measures to be agreed.

It is expected that contractors will be registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community". Constructors should give utmost consideration to their impact on neighbours and the public by:

• Informing, respecting and showing courtesy to those affected by the work;

• Minimising the impact of deliveries, parking and work on the public highway;

• Contributing to and supporting the local community and economy; and,

• Working to create a positive and enduring impression and promoting the Code.

The construction traffic management plan should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances.

Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties.

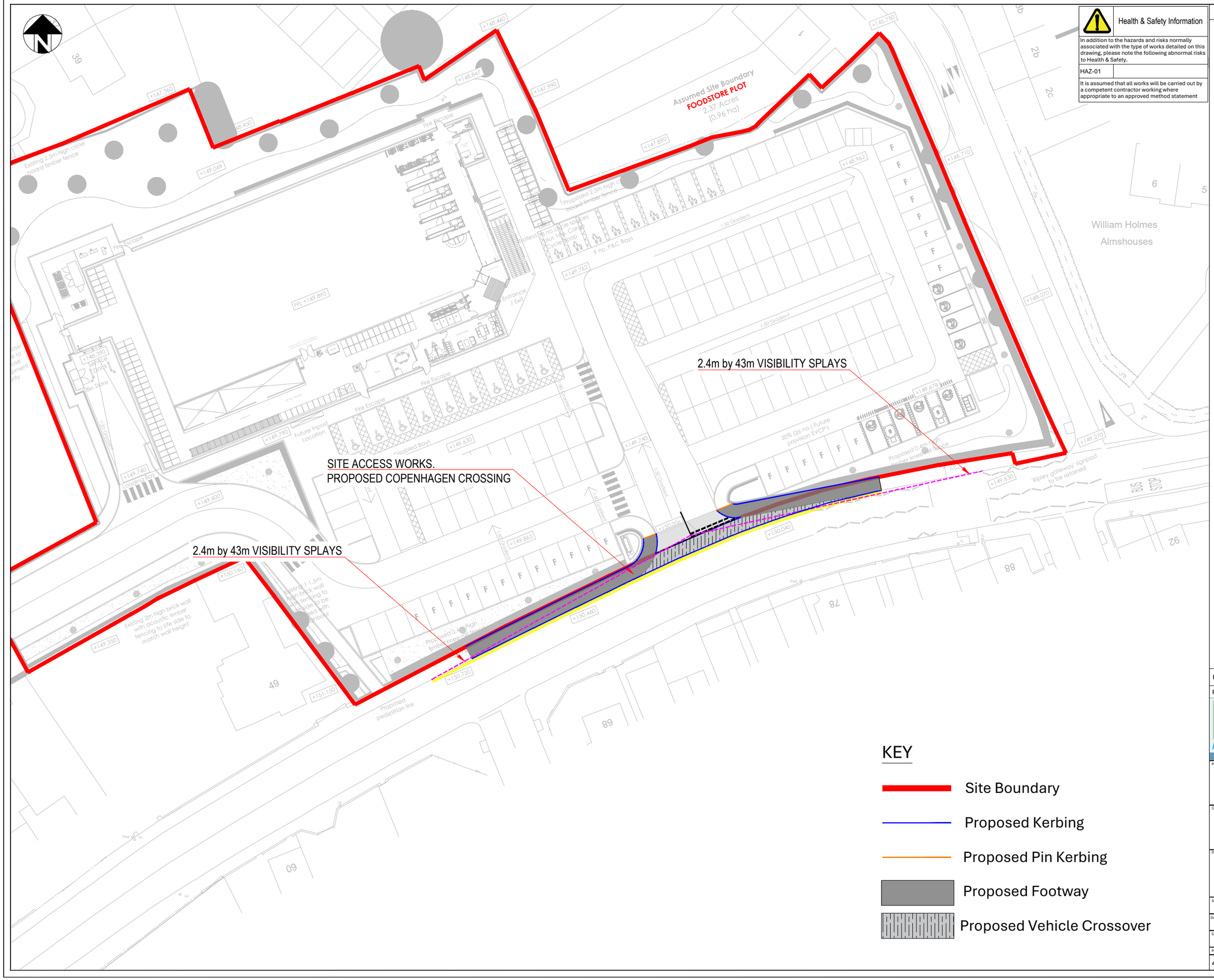
This does not offer any relief to obligations under existing legislation.

The travel plan should comply with the Nottinghamshire County Council Travel Plan Guidance (see https://www.nottinghamshire.gov.uk/media/124515/travelplanguidance.pdf) which is adopted by Derbyshire County Council.

The deposit of mud or other items, and/or the discharge of water, onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner/occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the highway authority to take both practical and legal action (which may include prosecution) against the applicant/contractors/owner or occupier of the land.

SD; DCC TDM; 24/9/26.

Appendix B
Revised Site Access Arrangements



Health & Safety Information

In addition to the hazards and risks normally associated with the type of works detailed on this drawing, please note the following abnormal risks to Health & Safety.

HAZ-01

It is assumed that all works will be carried out by a competent contractor working where appropriate to an approved method statement

Notes

1. This drawing is to be read in conjunction with all other relevant drawings and/or documents.
2. All dimensions are in metres unless stated otherwise.
3. All work is to be carried out in accordance with the Specification for Highway Works and Local Authority guidance.
4. Where underground services are present in the area, contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. This drawing is not to be used for any construction works unless stated below as 'A5 - Construction Issue'
6. This drawing has been based off the following information:
   - 6.1. The Harris Partnership - 20663-THPW-XX-XX-DR-A-1000B_1001B_1002_1003_1004C_1005B Planning Layouts

Rev	Description		Date	
P01	Preliminary Issue	P01	05.11.26	BR

Andrew Moseley Associates Ltd
Yorkshire: 15 St Paul's Street, Leeds, LS1 2JG
North East: Hayloft, 5 St Thomas' Street, Newcastle upon Tyne NE1 4LE
www.amatp.co.uk

Project:
NOTTINGHAM ROAD, RIPLEY

Client:
ALDI STORES LTD

Drawing Title:
PROPOSED SITE ACCESS

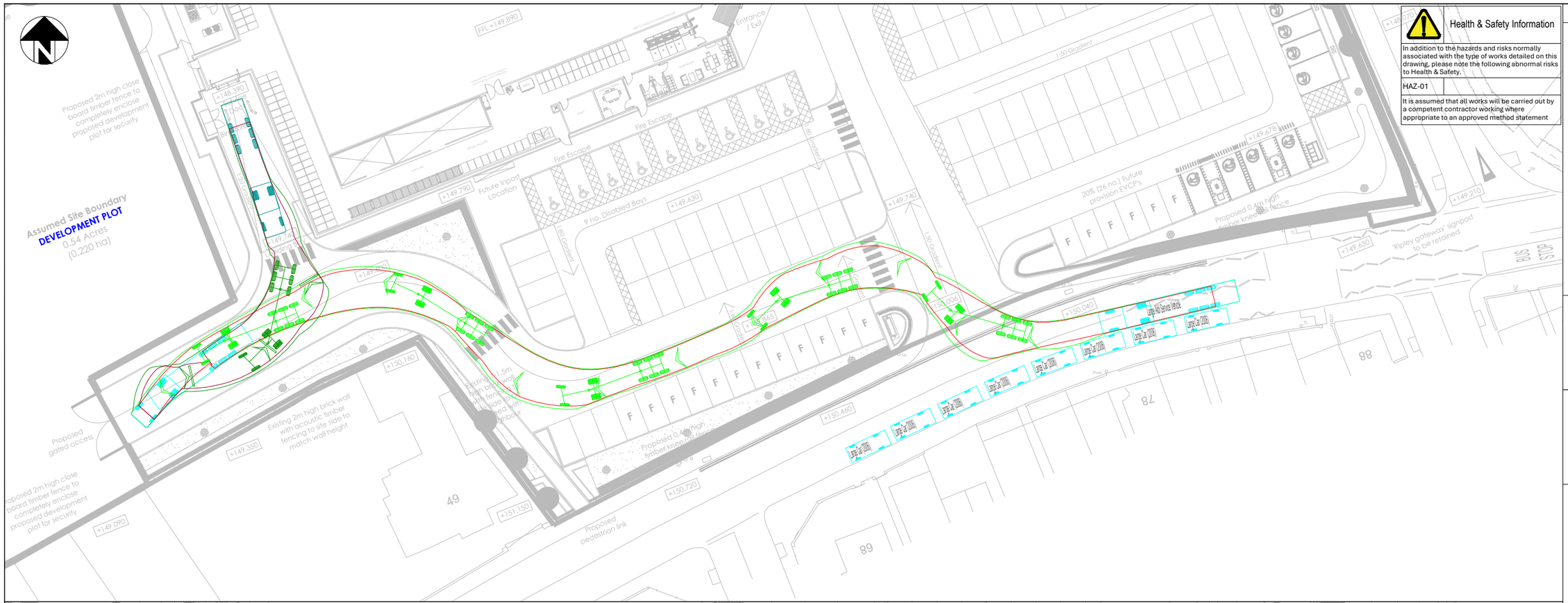
Status: S2 - FOR INFORMATION

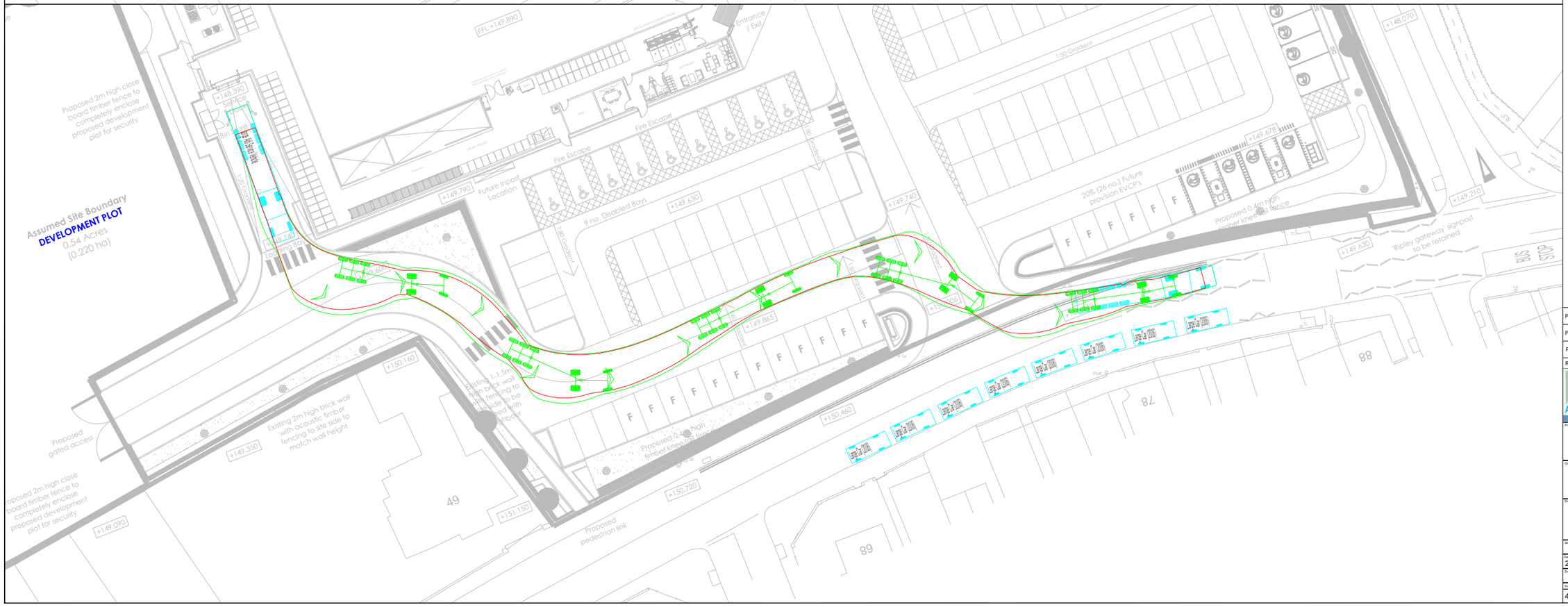
Date:	Scale:	Paper:
NOV-2026	1:500	A3

Drawn By:	Checked:	Approved:
TD	BR	BR

Project Number	Originator	Volume	Level	Type	Role	Drawing No.	Suitability	Rev.
40050	AMA	XX	XX	SK	C	012	S2	P01

Appendix C
Swept Path Analysis





Health & Safety Information

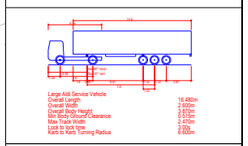
In addition to the hazards and risks normally associated with the type of works detailed on this drawing, please note the following abnormal risks to Health & Safety.

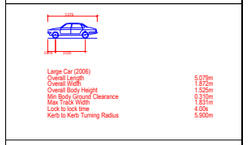
HAZ-01

It is assumed that all works will be carried out by a competent contractor working where appropriate to an approved method statement

Notes

1. This drawing is to be read in conjunction with all other relevant drawings and/or documents.
2. All dimensions are in metres unless stated otherwise.
3. All work is to be carried out in accordance with the Specification for Highway Works and Local Authority guidance.
4. Where underground services are present in the area, contractor is to contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. This drawing is not to be used for any construction works unless stated below as 'A5 - Construction Issue'
6.
6. This drawing has been based off the following information:
   6.1. The Harris Partnership - 20663-THPW-XX-XX-DR-A-1000B_1001B_1002_1003_1004C_1005B Planning Layouts





Rev	Description	DR	Date	CK
P03	Updated to Suit Revised Layout	SA	03.11.26	JF
P02	Updated Site Layout	ECT	09.07.26	JF
P01	Preliminary Issue	SA	26.06.26	JF

ANDREW MOSELEY ASSOCIATES
Andrew Moseley Associates Ltd
Yorkshire: 15 St Paul's Street, Leeds, LS1 2JG
North East: Haylofts, 5 St Thomas' Street, Newcastle upon Tyne NE1 4LE
www.amaltd.co.uk

Project:
NOTTINGHAM ROAD, RIPLEY

Client:
ALDI STORES LTD

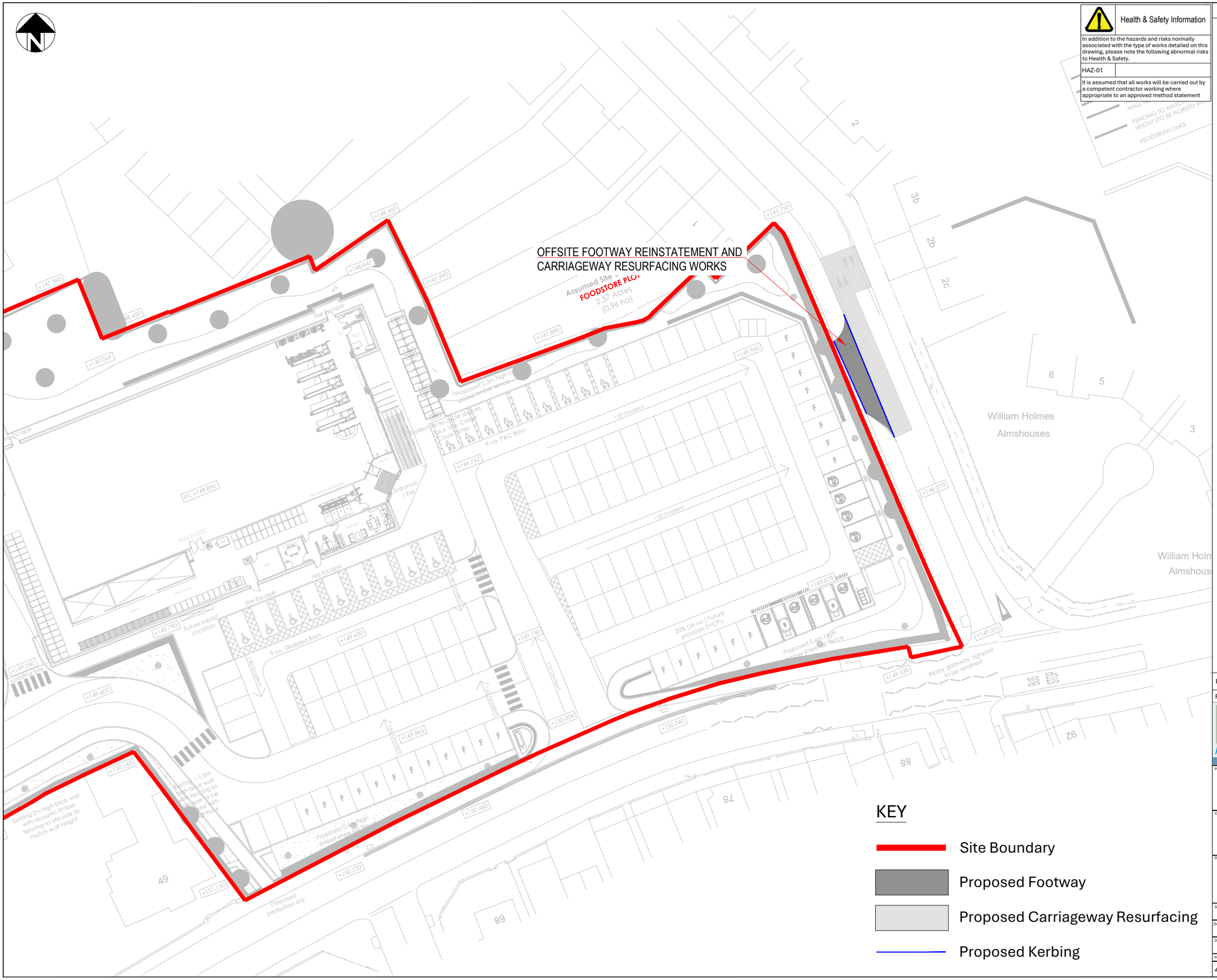
Drawing Title:
ALDI SERVICE VEHICLE SWEPT PATH ANALYSIS - RIGHT IN - LEFT OUT

Status:
S3 - ISSUED FOR REVIEW AND COMMENT

Date:	Scale:	Paper:
26.06.2026	1:500	A3
Drawn By: SA	Checked: JF	Approved: GDM

Project Number	Originator	Volume	Level	Type	Role	Drawing No.	Suitability	Rev.
40050	AMA	XX	XX	ATR	C	014	S3	P03

Appendix D
Fletcher Street Access Closure



Health & Safety Information

In addition to the hazards and risks normally associated with the type of works detailed on this drawing, please note the following abnormal risks to Health & Safety.

HAZ-01

It is assumed that all works will be carried out by a competent contractor working where appropriate to an approved method statement

Notes

1. This drawing is to be read in conjunction with all other relevant drawings and/or documents.
2. All dimensions are in metres unless stated otherwise.
3. All work is to be carried out in accordance with the Specification for Highway Works and Local Authority guidance.
4. Where underground services are present in the area, contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. This drawing is not to be used for any construction works unless stated below as 'A5 - Construction Issue'
6. This drawing has been based off the following information:
   - 6.1. The Harris Partnership - 20663-THPW-XX-XX-DR-A-1000B_1001B_1002_1003_1004C_1005B Planning Layouts

Rev	Description	By	Date	Ck
P01	Preliminary Issue	P01	05.11.26	BR

Andrew Moseley Associates Ltd
Yorkshire: 15 St Paul's Street, Leeds, LS1 2JG
North East: Hayloft, 5 St Thomas' Street, Newcastle upon Tyne NE1 4LE
www.amatp.co.uk

Project:
NOTTINGHAM ROAD, RIPLEY

Client:
ALDI STORES LTD

Drawing Title:
FLETCHER STREET
ACCESS CLOSURE

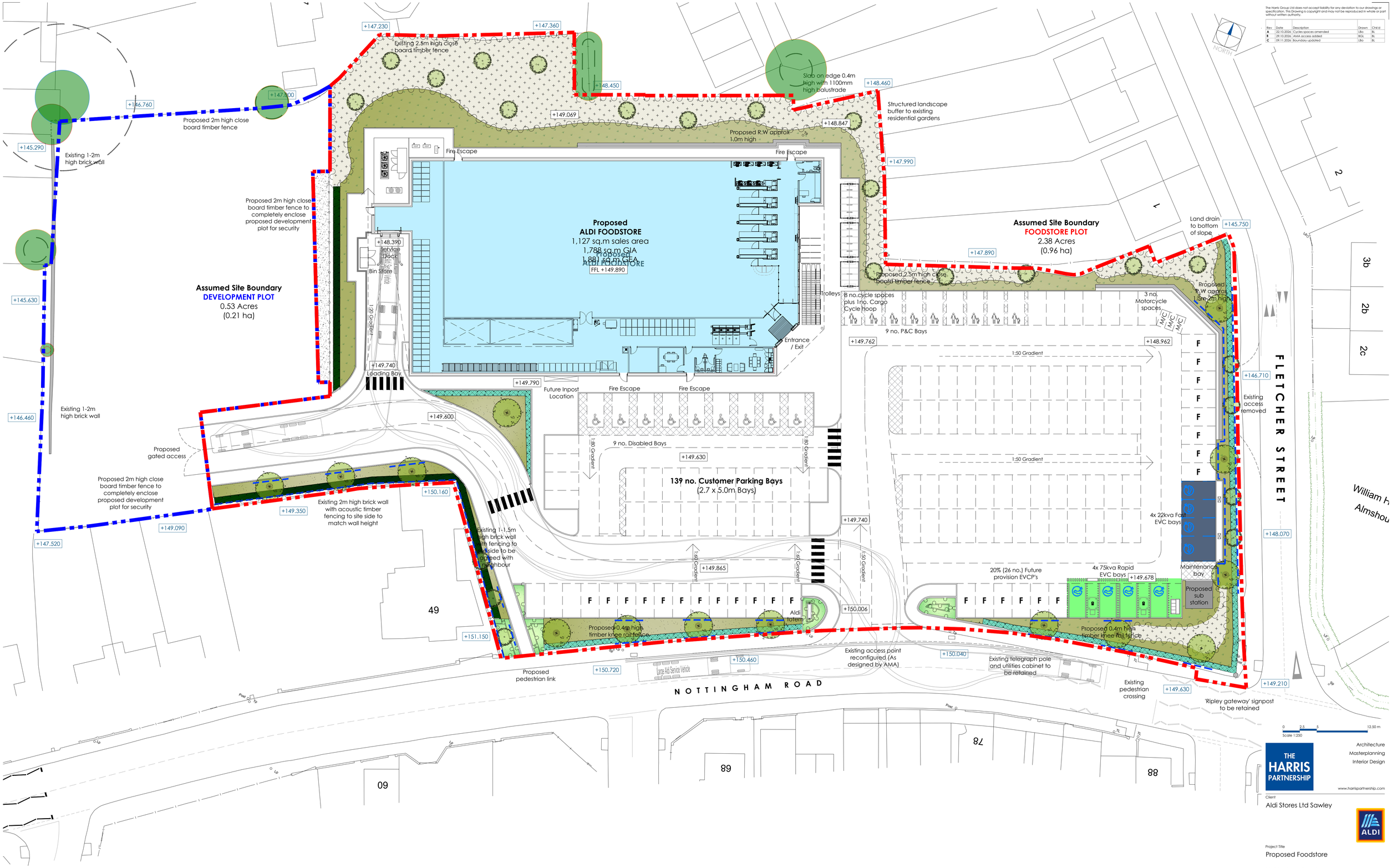
Status: S2 - FOR INFORMATION

Date:	Scale:	Paper:
NOV-2026	1:500	A3

Drawn By:	Checked:	Approved:
TD	BR	BR

Project Number	Originator	Volume	Level	Type	Role	Drawing No.	Suitability	Rev.
40050	AMA	XX	XX	SK	C	013	S2	P01

Appendix E
Revised Site Layout



The Harris Group Ltd does not accept liability for any deviation to our drawings or specification. This Drawing is copyright and may not be reproduced in whole or part without written authority.

Rev	Date	Description	Drawn	Chk'd
A	22.10.2026	Cycles spaces amended	LBo	BL
B	29.10.2026	AMA access added	BGL	BL
C	09.11.2026	Boundary updated	LBo	BL

Scale 1:250 (0, 2.5, 5, 12.50 m)

THE HARRIS PARTNERSHIP

Architecture
Masterplanning
Interior Design

www.harrispartnership.com

Client
Aldi Stores Ltd Sawley

ALDI

Project Title
Proposed Foodstore

Nottingham Road
Ripley

Drawing Title
Proposed Site Layout

Drawn	Checked	Scale @A1	BIM Status	Date
BGL	BL	1:250	Status	06.26

Drawing Status	Rev.	THP Project No
Planning	C	20663

Drawing Reference
20663 THP XX XX DR A 1000

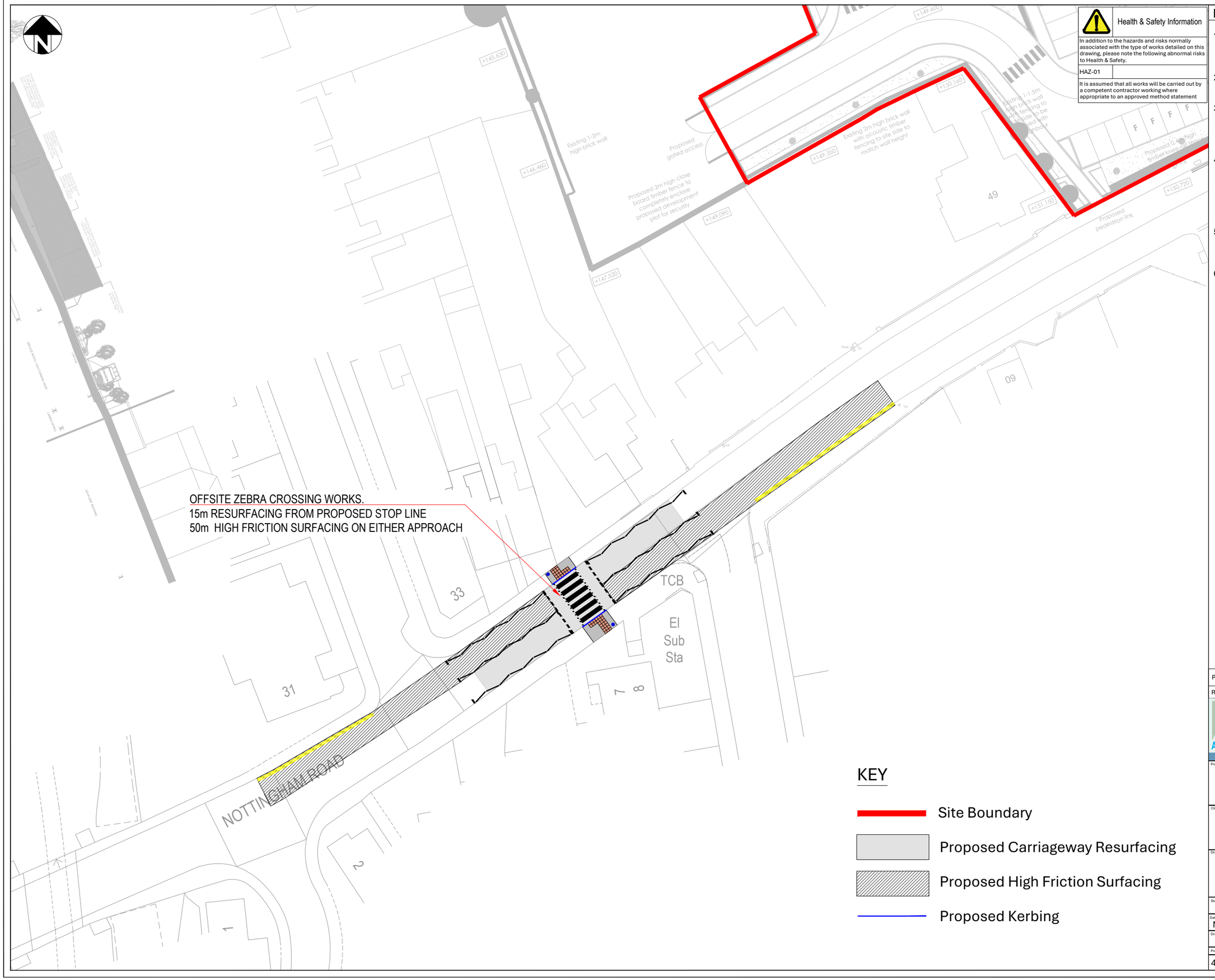
KEY

+00.000	Existing Levels
+00.000	Indicative proposed levels

ALL LEVELS SHOWN INDICATIVELY AND SUBJECT TO ENGINEER DETAILS AND DESIGN

Key:
- Category B Tree
- Category C Tree
- Category U Tree
- Root Protection Area

Appendix F
Proposed Zebra Crossing



Health & Safety Information

In addition to the hazards and risks normally associated with the type of works detailed on this drawing, please note the following abnormal risks to Health & Safety.

HAZ-01

It is assumed that all works will be carried out by a competent contractor working where appropriate to an approved method statement

Notes

1. This drawing is to be read in conjunction with all other relevant drawings and/or documents.
2. All dimensions are in metres unless stated otherwise.
3. All work is to be carried out in accordance with the Specification for Highway Works and Local Authority guidance.
4. Where underground services are present in the area, contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. This drawing is not to be used for any construction works unless stated below as 'A5 - Construction Issue'
6. This drawing has been based off the following information:
   - 6.1. The Harris Partnership - 20663-THPW-XX-XX-DR-A-1000B_1001B_1002_1003_1004C_1005B Planning Layouts

KEY

- Site Boundary
- Proposed Carriageway Resurfacing
- Proposed High Friction Surfacing
- Proposed Kerbing

Rev	Description	Rev	Date	By
P01	Preliminary Issue	P01	05.11.26	BR

Andrew Moseley Associates Ltd
Yorkshire: 15 St Paul's Street, Leeds, LS1 2JG
North East: Haylofts, 5 St Thomas' Street, Newcastle upon Tyne NE1 4LE
www.amatp.co.uk

Project: NOTTINGHAM ROAD, RIPLEY

Client: ALDI STORES LTD

Drawing Title: PROPOSED ZEBRA CROSSING

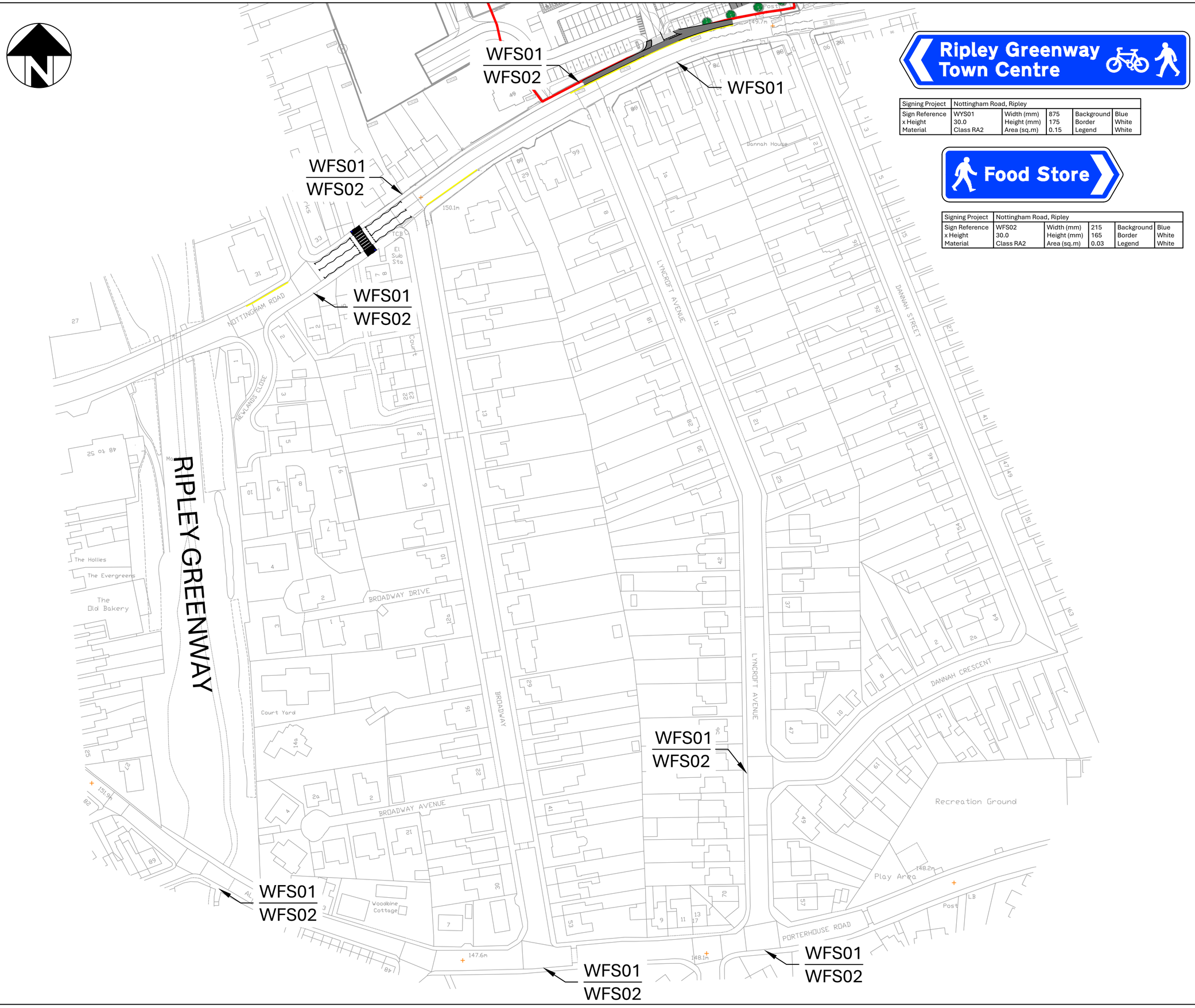
Status: S2 - FOR INFORMATION

Date:	Scale:	Paper:
NOV-2026	1:500	A3

Drawn By:	Checked:	Approved:
TD	BR	BR

Project Number	Originator	Volume	Level	Type	Role	Drawing No.	Suitability	Rev.
40050	AMA	XX	XX	SK	C	011	S2	P01

Appendix G
Proposed Wayfinding



Signing Project	Nottingham Road, Ripley				
Sign Reference	WYS01	Width (mm)	875	Background	Blue
x Height	30.0	Height (mm)	175	Border	White
Material	Class RA2	Area (sq.m)	0.15	Legend	White

Signing Project	Nottingham Road, Ripley				
Sign Reference	WFS02	Width (mm)	215	Background	Blue
x Height	30.0	Height (mm)	165	Border	White
Material	Class RA2	Area (sq.m)	0.03	Legend	White

Notes

1. This drawing is to be read in conjunction with all other relevant drawings and/or documents.
2. All dimensions are in metres unless stated otherwise.
3. All work is to be carried out in accordance with the Specification for Highway Works and Local Authority guidance.
4. Where underground services are present in the area, contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. This drawing is not to be used for any construction works unless stated below as 'A5 - Construction Issue'.

Rev	Description		Date	
P01	Preliminary Issue	TD	22.10.26	BR

Andrew Moseley Associates Ltd
Yorkshire: 15 St Paul's Street, Leeds, LS1 2JG
North East: Haylofts, 5 St Thomas' Street, Newcastle upon Tyne NE1 4LE
www.amatp.co.uk

Project:
NOTTINGHAM ROAD, RIPLEY

Client:
ALDI STORES LTD

Drawing Title:
WAYFINDER SIGNAGE PLAN

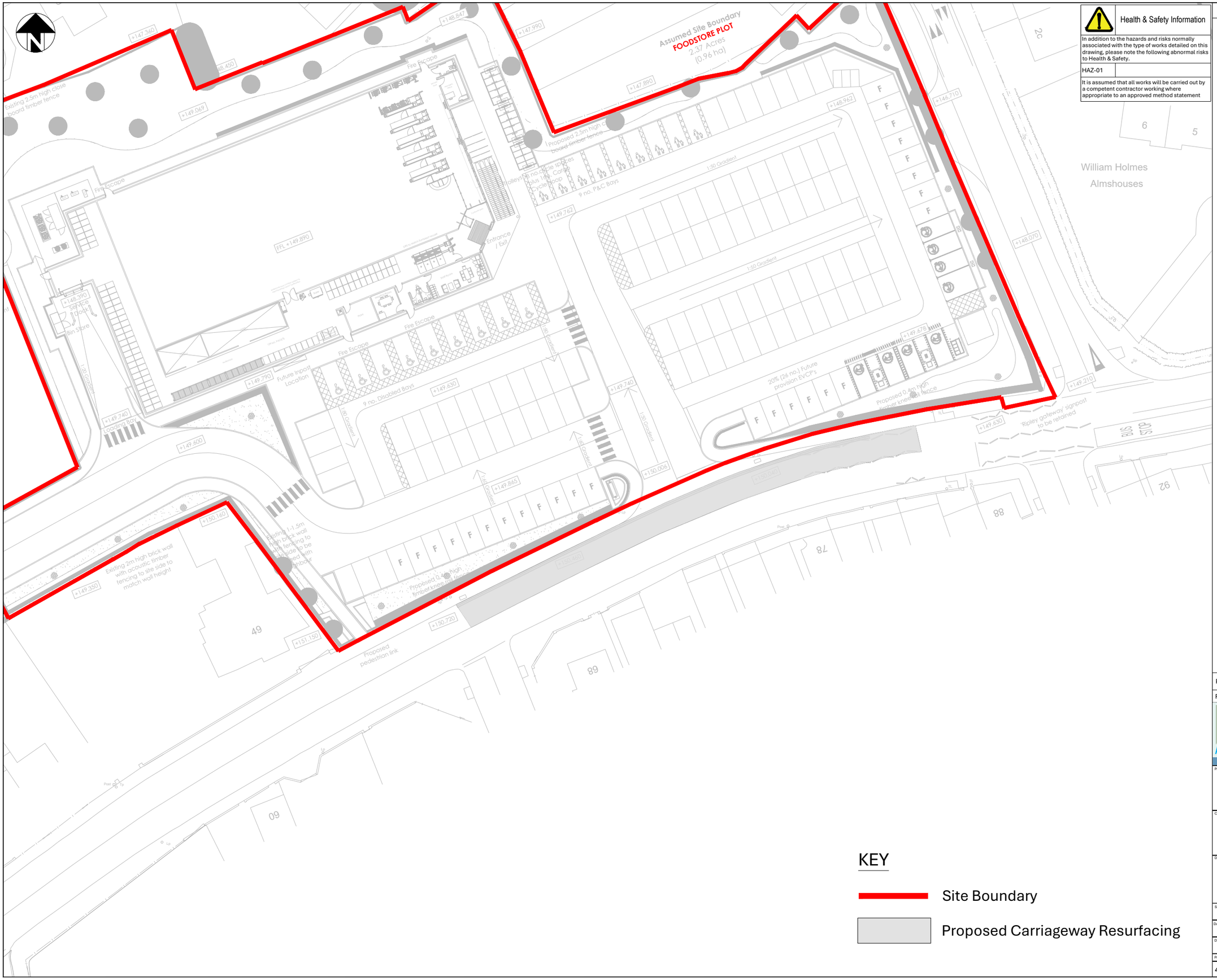
Status: S2 - FOR INFORMATION

Date:	Scale:	Paper:
NOV-26	1:1000	A2

Drawn By:	Checked:	Approved:
TD	BR	BR

Project Number	Originator	Volume	Level	Type	Role	Drawing No.	Suitability	Rev.
40050	AMA	XX	XX	SK	C	0010	S2	P01

Appendix H
Proposed Extent of Resurfacing



Health & Safety Information

In addition to the hazards and risks normally associated with the type of works detailed on this drawing, please note the following abnormal risks to Health & Safety.

HAZ-01

It is assumed that all works will be carried out by a competent contractor working where appropriate to an approved method statement

Notes

1. This drawing is to be read in conjunction with all other relevant drawings and/or documents.
2. All dimensions are in metres unless stated otherwise.
3. All work is to be carried out in accordance with the Specification for Highway Works and Local Authority guidance.
4. Where underground services are present in the area, contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. This drawing is not to be used for any construction works unless stated below as 'A5 - Construction Issue'
6. This drawing has been based off the following information:
   - 6.1. The Harris Partnership - 20663-THPW-XX-XX-DR-A-1000B_1001B_1002_1003_1004C_1005B Planning Layouts

KEY

Site Boundary

Proposed Carriageway Resurfacing

Rev	Description		Date	
P01	Preliminary Issue	P01	05.11.26	BR

Andrew Moseley Associates Ltd
Yorkshire: 15 St Paul's Street, Leeds, LS1 2JG
North East: Haylofts, 5 St Thomas' Street, Newcastle upon Tyne NE1 4LE
www.amatp.co.uk

Project:
NOTTINGHAM ROAD, RIPLEY

Client:
ALDI STORES LTD

Drawing Title:
PROPOSED CARRIAGEWAY RESURFACING

Status: S2 - FOR INFORMATION

Date:	Scale:	Paper:
NOV-2026	1:500	A3

Drawn By:	Checked:	Approved:
TD	BR	BR

Project Number	Originator	Volume	Level	Type	Role	Drawing No.	Suitability	Rev.
40050	AMA	XX	XX	SK	C	012	S2	P01