Form TP.52

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**TOWN AND COUNTRY PLANNING ACT**

HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

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| **DISTRICT:** | Bassetlaw | Date received | 11/06/2021 |
| **OFFICER:** | Jamie Elliott |  |  |
| **PROPOSAL:** | Erect Six Detached Dwellings with Associated Garages and Construct Vehicular and Pedestrian Access | D.C. No. | B/21/00717/FUL |
| **LOCATION:** | Land To South East Of Blue Bell Inn Low Street East Drayton Retford |  |  |
| **APPLICANT:** | Messrs Tony and Jason Millard and Mclennon |  |  |

The submitted drawings include a representation of plan reference BB/04/01 Rev C submitted in support of planning application reference 15/04/0008. The approved plan was BB/04/01 Rev A. On that plan, the kerb line at the entrance to the car park had been shaped to provide a visibility splay from the public house car park to the north. That should be replicated on the submitted proposed masterplan drawing and the splay should be plotted. Appropriate visibility splays will also require plotting from the junction with Low Street. It is noted that the pub has now been removed from the site area, as has the pub forecourt fronting Low Street which will reduce available visibility.

The submitted plan includes a footway adjacent the pub on the western side of the proposed cul-de-sac. This is far closer to the building than previously proposed as the flat roof extension to the side of the build is now retained. The Highway Authority is concerned that the provision of the footway will impact on doorway threshold and damp-proof course levels. Sufficient details will be required that demonstrates that neither will be compromised by the proposal.

A 600mm margin will be required around the street where there is no footway to accommodate a kerb and concrete backing. The footway should extend to the shared private drive. However, the Highway Authority would be content for the shared drive to serve 5 dwellings. This could therefore extend further north to serve all but the first dwelling on the east side. That would then provide the opportunity to shorten the required footway and edge of carriageway margin.

A vehicle tracking exercise will be required to demonstrate that an 11.5m refuse vehicle can negotiate the junction and the turning area adjacent the pub. The vehicle should be able to access and egress the site in a forward direction avoiding the shared private drive.

It is likely the trees T1, T2, and T3 will die following the construction of the road and introduction of drainage due to root damage.

Martin Green

Principal Officer

14th June 2021