

19042/3

12th September 2023



OXFORD ARCHITECTS

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Dear Sir / Madam

RE: P20/06621/F; ERECTION OF 5NO. DWELLINGS WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING

We wish to make a S73-Application in relation to the above approved scheme, to alter the entrance point off Tabernacle Road into the site, by means of a reduction in width.

This application follows pre-application advice.

Enclosed are the following documents to assist.

1. 19042_001_Site Location Plan P4
2. 19042_004_P12_Proposed Upper Ground Floor Plan.
3. KTC - Letter regarding Turning Circles
4. 1023-003
5. 1023-008 Rev-C

What follows is a short explanation giving the reasons behind this enquiry.

1. Since the planning approval notice, the land ownership boundaries and historic access rights have been challenged by the neighbouring United Reform Church.
2. At the time of submission for the approved scheme, it was the applicant's belief that they had inherited historic access rights over the immediate portion of land against the Church's boundary wall – as enjoyed by all other land owners of No 5 – 15 High Street.

However, the Church has subsequently refuted that this historic right has transferred to the applicant.

It should be noted that the Church cannot physically block off this portion of hard standing, for any length of time, as to do so would impede the access rights enjoyed by the neighbours.

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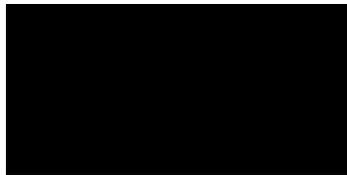
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3. There are two drawings enclosed with this application from Key Transport Consultants for reference to the turning manoeuvres required which ultimately indicate that whilst tight, a rigid axle vehicle (7.5tn) can enter and exit the site through this reduced opening width. Therefore, concluding that there were no transportation concerns to the revised access arrangement proposed, because of changes made to the Red Line Boundary.
The first, drawing 1023-003, indicates the movements as originally submitted with the approved scheme.
The second drawing, 1023-008 Rev C, indicates the vehicle turning without crossing the land under dispute (red hatched land).
4. Whilst not shown, it is extrapolated that a car / suv / small van can easily enter and exit the site, as these vehicles are smaller and enjoy a tighter turning circle.
5. In reality, a driver of a 7.5tn rigid axle vehicle who is delivering to the site, will be unaware of any access restriction imposed on the corner and traverse the land.

Payment of application fee will be carried out electronically by others once a reference number is given.

I trust that this submission is complete, however do please come back to me should there be anything further required.



Robert O'Reilly