

19042/3

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OXFORD ARCHITECTS

Strategic Planning  
South Gloucestershire Council  
Department For Environment And Community Services  
PO Box 1954  
Bristol  
BS37 0DD

The Workshop  
254 Southmead Road  
Bristol BS10 5EN

T 0117 958 1500  
E [info@oxford-architects.com](mailto:info@oxford-architects.com)  
[www.oxford-architects.com](http://www.oxford-architects.com)

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

**Partners**

Matthew Balaam  
BA(Hons) DipArch(Oxford) DipUD RIBA  
Brian Donnelly  
BSc(Hons) DipArch(RGU) RIBA  
Alistair Jackson  
MA DipArch(Cantab) RIBA  
Tony Mullin  
BArch NZCD(Arch) IMApS  
Mark Shipton  
BA(Hons) DipArch(Portsmouth) RIBA  
IMaPS  
Charles Webster  
BA(Hons) DipArch(Cantab) RIBA

**Associates**

Jeannine Baker-Wilson  
Dipl. -Ing. Architektur (FH)  
Barney Bonner  
BA(Hons) BArch DipArch RIBA  
Dan Boucher  
BSc(Hons) MArch DipArch DipUD RIBA  
Andrew Brown  
BSc(Hons) MArch DipArch(Cardiff) RIBA  
Martin Gilbert  
BA(Hons) DipArch RIBA  
Brian Mortimer  
MCIAT  
Robert O' Reilly  
BSc MArch DipArch (Cardiff) RIBA

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.

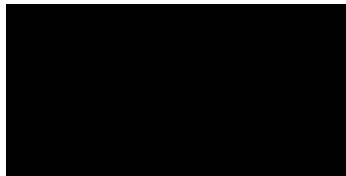
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Bagley Croft, Hinksey Hill, Oxford OX1 5BS

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