

ACCESS STATEMENT

marker points listed here relate to "proposed plan 1:250"

We had originally moved the original entrance from point C to point D when the crows nest pub was still there.

since its redevelopment into houses, significantly more vehicles are parked on oakhill close every day.

In approx 2019 we had requested from the council that double yellow lines be placed at point D, which was not authorised, due to the number of people needing to park.

We are regularly unable to get in / out of our driveway either due to vehicles being parked at or opposite point D, hence the request for double yellow lines.

A person who resides at our property and requires use of either wheelchairs or invalid scooters is now unable to easily exit the house due to the high steps at our current front door, on the oakhill close side of the property.

I am also unable to load wheelchairs / scooters into our car due to the steep angle of the driveway on the oakhill close side of the property. We have a electric hoist in the boot of our car, however, due to the sloping angle it cannot be used safely. Due to the slope, and vehicle access, a wheelchair ramp would not fit. We have to park the car in the road and use the electric hoist to load/unload.

The Dodwell lane side of the property is perfectly flat, with no steps, and would allow unassisted disabled access to/from the property, and easy vehicle loading.

There would easily be enough space to park and turn around 2 vehicles on our proposed new driveway marked as E, which has maximum dimensions of 10.7m width running along Dodwell lane, and max 12m depth, from the new entrance to the proposed new garage.

No vehicles would need to reverse out of the property onto the road.

Pedestrian access to oakhill Close would be facilitated through a gate, for putting bins out etc. marked at point D. Vehicles would not be able to enter the property from Oakhill Close anymore.

At point C the original tarmac entrance to the property is still intact, so no modifications to the road are required.

The fence between points F and G will be reduced in height to facilitate viewing traffic when entering/leaving the site, to approx 1.5m as shown in "Dodwell Lane proposed 1:100". All other boundary fences would remain at existing heights.