

**In response to planning permission appeal 12/01566/PP**  
**Local review body reference 13/0001/LRB**  
**Hazelbank Shore Road Innellan**

I currently own Hazelbank Lower Flat 118 Shore Road Innellan plus solely own some grounds with the property and share communal access areas which are involved in this proposed planning application.

**My objections for consideration.**

In relation to the **Inadequate parking amenity space** part of the planning proposal. It is clear from owning the lower flat for the past 15 years that there are already several existing parking issues related to the property and its communal in-out driveway which services the upper and lower flats that make up the dwelling house Hazelbank. The issue of space is one, there are already a number of vehicles here using the driveway, sometimes upwards of 6, including our own one car. The addition of a new building plus its cars and any visitors, deliveries etc will make the entrance/exit to the property unbelievable difficult, not to mention the increase in traffic noise and safety. If the plan permission is granted I feel that it will be very difficult for myself and partner to navigate the in -out driveway without either meeting cars on the way in or being confronted with vehicles, cars and works vans directly outside our front door and bedroom windows and all the noise that comes with increased traffic.

I have attached a couple of random pictures, one taken very recently, which demonstrate the nature of the problem. Bear in my at the moment we only use one car, but if we were to go back to our extra car and works vehicle the situation would greatly increase. All in all there could be eight vehicles using this driveway and only one entry point to this property.

**Inadequate access arrangements**

On the aspect of safety not only will these vehicles be crossing feet from my front door, if using the communal driveway, but also the access to Hazelbank consists of an in-out driveway. You enter the property on the approach on Shore Road crossing the flow of traffic and into the driveway and exit from the opposite side – **not shown in plans**. However this is a blind entrance and you cannot see what's coming down the driveway until you have committed to cross the traffic and enter the drive. Though it might not sound probable that such an event could occur, it has already happened on more than one occasion. Thus adding extra traffic to this will only increase its likelihood to occur more often.

The final point I would like to make about the access is the fact that it is a communal driveway owned by myself and the upstairs flat, yet my rights appear to have been overlooked and the access to the communal driveway has been offered out to a third party. In other words the driveway currently owned by the two flats that make up Hazelbank is being sub divided to allow for the new build without my consultation. A legal matter that I have had to clarify with a lawyer.

My objections in relation to **point 4 Onwards:**

The photographs submitted in the planning permission circa 1978, 1992 relate to a period when just one family owned the whole property and at a time when not every family owned a motor vehicle. The impact now would be considerably greater as the dwelling house and the land on which it sits is occupied currently by two families and is already congested with cars. Adding a further dwelling and family with cars would simply increase the problems already faced. In the picture circa 1978 the very small distance from my front door to the Ford Cortina car is clearly shown. The space is already tight and by modern standards the old Ford Cortina is quite a compact car. Now imagine the driveway with 3 families' vehicles plus any visitors all trying to use it. It's simply too congested, not too mention the increase in noise that further traffic will bring to the front of the building right outside my front door, living room and bedroom window.

I would also like the applicant to clarify the claim that the garage was being used as a dwelling during part of the period stated?

**Size and Scale** The new build is describes as "modest" in the plan but upon closer inspection its larger in footprint when viewed from above and actually bigger than the current dwelling house Hazelbank and significantly bigger than the garage/workshop it is to replace. The new build is bigger than the existing house.

On the plans front elevation view submitted all looks well but when compared to the actual plot concerned the new build looks shrunk in front elevation and therefore very misleading in size. I have attached a picture to illustrate my concerns (photo 1). A comparison of the picture of the front elevation to the plan drawings of the front elevation should help clarify my concerns about this issue. As the plan

shows the new build a metre from the boundary whereas the original garage is on the boundary and the new build from above is bigger in footprint than the existing structure **yet** on the elevation plan looks smaller than the existing garage as illustrated in the picture.

There also appears to be no proper provisions of fences, walls, hedges, etc for preventing entry between the communal property owned partly by myself and the upper flat of Hazelbank and the new proposed building. Therefore; leaving the ability to cross from the old property to the new build, and vice versa, using land that is partly owned by me. In other words what I currently share with one property I will in effect now share with two.

While I accept the fact that an ancillary building or caravan can be placed on this spare ground it is a far cry from that to a new build which is suppose to be a completely separate dwelling, with no access to communal or privately owned land.

In other words the new build should not have the same communal rights as an ancillary building, nor should it be automatically granted full access rights to communal land without my permission.

### **Conclusion.**

I wish you to consider my objections to this appeal on the grounds that the property access and grounds can simply not support a new build of this size, one with a bigger footprint than the existing building making use of communal areas for its own gain and adding extra traffic to the properties grounds which are already under strain.

I have sought on numerous occasions over the past year or so, a chat, meeting, discussion formal or informal with the owner of the proposed building plot about the new build so that we could try and iron out a few of the issues to all our mutual benefits but alas as of sending this objection letter I have not been approached despite making it clear that I wish to amicably discuss the issues raised in this objection. Any new build on this property will be the first thing I am greeted with upon arrival home every day so please understand I am very keen to make sure that it is in keeping with the existing property and that our property is not subservient to the new build and that it does not have legal access to areas that it should not have access to.

### **Picture explanations**

#### **Photo 1**



**Appendix 2 front elevation plan**, appears to show the new build property smaller than it actually will be (ABOVE) photo 1 shows the real representation of the existing garage size in relation to the Dwelling house.

**Inadequate parking and access. Photo 2**



A very likely occurrence that cars visiting the new build will simply park outside of it causing the problems experienced previously, as pictured (ABOVE). Our car is the white one at the back unable to get to the house due to cars blocking the driveway. I find it hard to believe anyone will, in the rain, park a car in the parking bays suggested in the planning permission and run to the new build. It's more likely as shown in the picture that this would be the outcome.

Another point of consideration is the creation of a long car park area at the rear of the property which if created puts vehicles in front of our rear bedroom windows thus creating noise from engines, car stereos and car lights facing directly into our bedroom. There also would appear to be no restrictions for vehicles from the new build parking there too as the space has been lengthened to accommodate more than one car in the proposed plan. (See photo 4)

**Inadequate parking and access Photo 3.**





A recent example of how the traffic affects my property and an example of my concerns about how tight the driveway really is. (Pictured above) A regular delivery vehicle unable to turn due to cars parked at the side of the proposed new build. This blocks access to my own property and is directly, less than 1ft, outside of my living room window. Cars and vans from the upstairs property daily use the outside of our living room window as a three point turn parking area (as *pictured*) this would greatly increase with any new build's traffic.

There are several more instances of this driveway blockage that I can refer to but I don't not wish to seem unreasonable to my upstairs neighbours.

## Photo 4

Bedroom window (shown bottom left hand side) is adjacent to the area, in which the drying green washing can be seen, where it is proposed *more* parking spaces would be placed.



It is with great regret that I have to submit this objection letter, as I have tried would to seek a more positive outcome to this situation.

Derek McIntyre,

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