

I wish to register my objection to the retrospective planning application in respect of the conversion of part of the neighbouring property, Carters Barn, into a “gym to provide personal training to clients”. My comments take account of the historic activity witnessed since the changes were made and the business started (spring of 2021) and not just the activity cited within the application.

Of primary concern is the significant loss of privacy due to the access and egress of clients to the applicant’s property. The only access route currently is the private driveway which drops down and turns sharply from Hollins Lane passing

directly above to the east, to the south side and then doubling back to pass again, very close to our entire living accommodation on the west side. A public footpath, popular with walkers, dog-walkers and horses runs along this driveway from Hollins Lane to the southern tip of the site.

With the driveway dropping steeply above and behind the back garden, adjacent to the side garden before levelling out and running along the front of the whole property, we experience every vehicle movement in and out of the site. The level of this driveway means that drivers and passengers have unrestricted views into rooms upstairs at the back of the property, our side garden and directly into our ground floor living accommodation.

Prior to the business starting, we had enjoyed our surroundings, being able to sit outside to enjoy the views and occasionally to cook and eat al fresco. Since the early days, the movement of vehicles has made this impractical, to the extent that I approached our neighbours to ask if their visitors could access the gym on foot by parking above the applicant’s property. My request was met with

The levels of traffic endured since the business opened has varied, largely depending on the numbers of external trainers using the facility. Whilst the applicant may only have a few clients, the gym is used by other trainers to carry out their own 1:1 sessions. Since the “gym” began operating, there have been at least 3 different trainers (in addition to the applicant) holding sessions 7 days a week, meaning that the number of visitors has been significantly more than the 10-12 per week suggested within the application. At one stage this number would have been more reflective of the numbers seen daily, throughout the week and weekend. Whilst some of these trainers no longer operate at the premises, there are still 2 trainers offering gym sessions to clients each week. This level of activity further impacts on our privacy within our home. Within the application, there is no stated limit to the levels of activity planned for the future.

Within the application, it is stated that the applicant only works at KAL for 7 hours, thus reducing the normal commuting traffic onsite. However, these hours are spread across a number of shifts so there is little reduction of such commutes. Moreover, with other trainers working at the gym, the presence of the applicant has little relevance to the

levels of traffic. The applicant also runs a bookkeeping business from home. Client visits for this purpose are not considered within stated levels of traffic within the application.

Clients visiting the gym regularly overlap, with one arriving as another is leaving. This is exacerbated by the prevalence of clients being dropped off and collected by someone else, thus adding further journeys around . Whilst the applicant has stated that there is a passing place on the hillside above our property this is rarely, if ever, used. The nature of the driveway means that visibility is severely limited so this passing point is an option only for a short distance (c. 30m) whilst accessing the site and is rarely, if ever, utilised. At the front (west) of the lane is narrow (9 feet) with no opportunity for vehicles to cross and with little opportunity to see any oncoming vehicles, therefore visitors to the gym often encroach onto our garden to allow another to pass.

In addition, Hollins Lane is a single-track road and, on several occasions, clients have been seen pulling into the garden of Bryne's Place so that others can pass. Hollins Lane, whilst only serving a few properties, does have large vehicles, often with animal/agricultural trailers accessing the farm buildings and land along its length. Many of the clients visiting the gym appear inexperienced or nervous drivers, perhaps trying to adapt to the difficult terrain of the lane and often have been unwilling or unable to reverse or manoeuvre to allow others to pass. It is noted that there are no planning notices on Hollins Lane and residents may not be aware.

Due to the exposed nature of the site, residents at are often unable to hear, or see, approaching vehicles (especially EVs) when exiting their property and can only see oncoming vehicles (exiting from the barn) as they step foot onto the lane. The front door from our property is within a couple of metres from a high stone wall which blocks visibility both for pedestrians and drivers of the cars exiting the gym. The garden, allotment, bins and car parking are sited beyond the driveway (to the west) for , so residents/visitors require access at all times across the lane to these amenities.

Visitors to the gym often drive large SUVs, EVs or even campervans, which are much larger and heavier than other cars. The driveway around our property used as access to the gym parking has not been designed for this weight or volume of traffic and signs of damage are now evident on the retaining wall in our back garden. Built into this retaining wall is void space (approximately 5mx 5m - known as "the dairy") which has not been accessible for some time due to the large crack in the lintel above the door and the bulging in the retaining wall. Given that the gym is in the upper level at the back of Carters Barn, access and parking would be more practical directly from this side of the property and thus alleviating risk of further damage.

Whilst the application claims that no external alterations have been made, a large concrete slab was laid around the same time the business started. The link with the concrete slab and appropriate parking levels is clear within the application (for 5 cars), although no mention is made of the number of vehicles (at least 3) owned and operated by the owners and visitors of Carters Barn itself, or the trainers using the facility in addition to the applicant.

The gym facility also includes access to a pre-existing ensuite bathroom for use as a WC and washroom. Given that neither of these adjoining properties are connected to mains sewers, any effluent must pass through the shared septic tank which was designed for the 2 properties as domestic residencies, not as business premises.

Looking at the supporting documents for this application, I note some errors or omissions in the plans submitted. The location plan (id 1039907) doesn't show the access/egress route, encircling on 3 sides, which impacts our privacy and also demonstrates the poor visibility for visitors to the site. Also, in the proposed site plan (id 1042105) the access route is not shown in its entirety but a proposed driveway for the proposed double garage building at Carters Barn, which doesn't yet exist, is marked. It is important to recognise that the driveway proposed under a separate development would alleviate many of the concerns raised here.

In summary, my objections to this application are around the loss of privacy but also the heightened risks associated with the increase in traffic, the damage to the retaining wall and the lack of appropriate effluent facilities. We believe that using an alternative access route and parking above the property would do much to alleviate many of the issues raised here, but not all. It is also important to gain assurance that the current activity levels (10-12 clients per week) would not be exceeded.