

DC Admin

From:
Sent: 22 July 2026 17:27
To: Katie Chew
Cc: DC Admin
Subject: Planning Application 2026/91657 - Comment - Topography, Reversed Driveway Gradient and Turning Area

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Good afternoon, Ms Chew,

My earlier objection explained that Plot 23 appears to have been constructed approximately 1 metre higher than the levels shown on the submitted plans. That discrepancy fundamentally changes the relationship between the dwelling, its driveway and the surrounding topography.

The scheme previously considered by the Planning Sub-Committee showed the driveway falling from the pavement towards a single garage. The apparent as-built level reverses that arrangement: vehicles would now have to climb from Lingards Road towards an elevated garage and turning area.

The current proposal is also for a double garage, creating capacity for more vehicles and more frequent manoeuvring than the single-garage arrangement previously assessed. The driveway includes a substantial turning area, so it cannot be assessed by applying one average gradient. The Council must consider the gradients, crossfalls, vehicle turning movements and drainage across the whole paved area.

Julia Steadman previously stated that headlight glare towards No. 92 was not considered material because the effect would be “fleeting”. That conclusion related to the earlier single-garage proposal and the lower, downward-sloping driveway shown under application 2024/91236. It cannot simply be carried across to a double garage, raised turning area and reversed driveway gradient.

Vehicles manoeuvring within the turning area may face towards the two bedroom windows at No. 92, causing repeated headlight sweep rather than one brief movement. Cars turning on the elevated driveway may also direct headlights across Lingards Road towards vehicles travelling uphill, creating potential glare and distraction. The lower public right of way may similarly be affected.

These effects are intensified by Plot 23’s position beside the Green Belt, approximately 3 metres from the boundary and about 9.2 metres from a public right of way at a lower level. Raising the dwelling by approximately 1 metre increases its prominence and dominance when viewed from that lower landscape setting.

Before application 2026/91657 is determined, the Council should require verified as-built levels, detailed grading and drainage plans for the driveway and turning area, vehicle tracking, and a fresh assessment of headlight sweep towards No. 92, traffic on Lingards Road and the public right of way.

I ask that you do not make my personal details public.

Kind regards