

Photograph 1

Full-size articulated HGV occupying virtually the full width of the Cashio Lane carriageway. Illustrates the narrow road context and why reversing onto this highway is genuinely hazardous.



Photograph 2

Cashio Lane looking along the carriageway — no footpath on the appellant's side. Grass verge only. Confirms the absence of any pedestrian infrastructure that could be compromised by the second crossover.



Photograph 3

Highway maintenance convoy — multiple HGVs with crane lorry queued on Cashio Lane during utility works. Demonstrates routine use of the lane by heavy vehicles and the impossibility of safely reversing onto it.



Photograph 4

Dashcam view from inside a vehicle on Cashio Lane showing a parked van forcing oncoming traffic to squeeze past. Evidences the regular single-file conditions created by on-street parking.



Photograph 5

Two vehicles parked simultaneously on the carriageway at night, reducing Cashio Lane to single-file. Evidences persistent on-street parking pressure and the consequent benefit of maximising off-street provision.



Photograph 6

Grass verge on the appellant's side of Cashio Lane, with a vehicle parked on the carriageway beyond. There is no footpath on this side of the road; the footpath is on the opposite side, which is where pedestrians walk. The crossover affects no pedestrian route.



Photograph 7

Vehicles parked on the carriageway in wet conditions, reducing the lane to single-file with further traffic approaching. Further evidence of chronic on-street parking pressure on Cashio Lane.



Photograph 8

CCTV still dated 23 January 2025 showing a marked police vehicle parked on the property driveway, with the two gates and boundary wall visible.



Photograph 9

The internal driveway and central turning island, showing the circular arrangement that allows vehicles to turn and leave the property in forward gear.



Photograph 10

Elevated view of the frontage showing the drive-through arrangement — both gates, the central turning island, and the household's three vehicles parked on the driveway. With the vehicles in place the turning area is occupied and a vehicle cannot turn within the curtilage, demonstrating why the second access is necessary in order to leave in forward gear.



Photograph 11

CCTV view from within the property showing a large works van parked on the driveway, with manoeuvring space around it.



Photograph 12

Front elevation of the property from Cashio Lane, showing both gates, the low boundary wall, and the yews planted along the frontage to soften it in accordance with the Heritage Foundation's requirements, with vehicles parked within the curtilage.



Photograph 13

View from within the property towards Gate 2 and Cashio Lane beyond, showing the low wall, the gate pier, and the open sightline to the road.



Photograph 14

View across the front garden showing the low boundary wall, both gates, and the open outlook over the wall to the road and properties opposite.



Photograph 15

Night-time view from the road showing the property frontage with both gate areas illuminated.



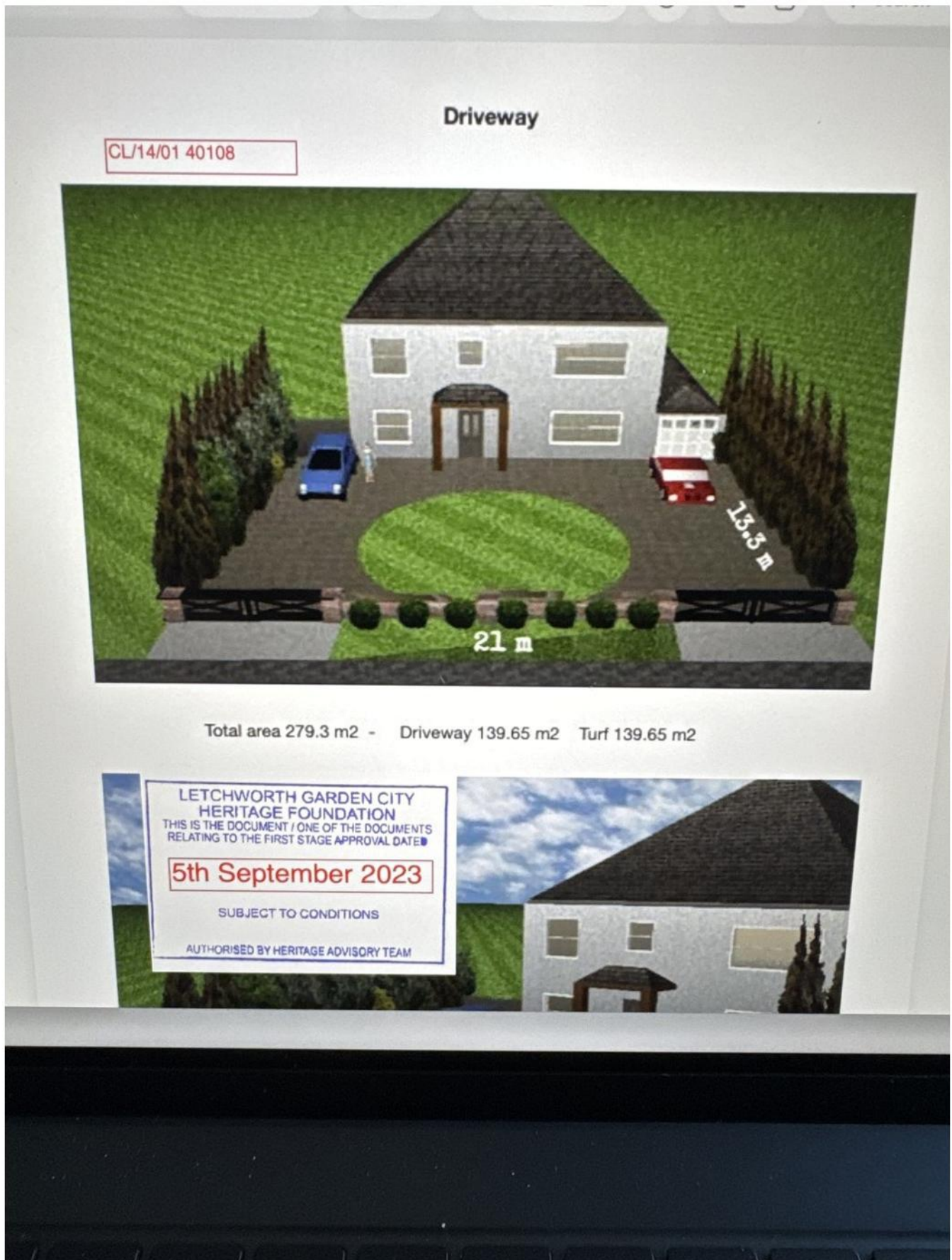
Photograph 16

14 Cashio Lane prior to the works — the original single gate opening onto the concrete driveway. This is the pre-works access arrangement referred to in paragraph 2.3.



Photograph 17

Letchworth Garden City Heritage Foundation First Stage Approval letter (Ref: 40108, dated 5 September 2023) and approved driveway plan (CL/14/01 40108) showing the dual-gate arrangement, 21m frontage, 13.3m driveway depth, and circular turning area — the very scheme subject to this appeal, approved by Letchworth's own heritage body prior to commencement of works.



Photograph 18 — 31 Cashio Lane

Two distinct dropped kerb crossovers either side of a central grass verge and tree, with bollards between them. Unambiguous in/out dual access arrangement on Cashio Lane itself, with no footpath on this side of the carriageway — identical highway context to the appellant's property at No. 14.



Photograph 19 — 31 Cashio Lane

Wider view of the same property (31 Cashio Lane) showing dual access arrangement with separate entry and exit crossovers, grass verge, and no footpath — the same highway context as the appellant's property. This arrangement has not been subject to enforcement action.



Photograph 20 — 22 Croft Lane

Clear dual crossover arrangement at 22 Croft Lane — two wide dropped kerb access points either side of a central hedge island, in an identical concept to the appellant's turning circle arrangement. No footpath present. This arrangement is long-established and has not been subject to enforcement action.



Photograph 21 — 28 Croft Lane

Dual access at 28 Croft Lane showing left-side access to a walled driveway and right-side access beyond — two separate crossovers serving the same property frontage, with a grass verge and no footpath. A brick boundary wall is visible on the left, comparable in scale to the appellant's boundary wall.



Photograph 22 — 40 Croft Lane

40 Croft Lane showing a wide open left-side access leading to a garage and parking area, with a second access point to the right with a central lawn island between them — an arrangement directly comparable to the appellant's drive-through turning circle. No boundary wall or gates are present at this property, making the appellant's modest sub-1 metre wall appear positively restrained by comparison. No footpath present.

