

PLANNING APPEAL

Appellant's Statement of Case

Appellant:	Mr Julian McGlynn
Property:	14 Cashio Lane, Letchworth Garden City, Hertfordshire, SG6 1AX
Application Ref:	24/02675/FPH
Compliance Case Ref:	24/00169/1ENF
LPA:	North Hertfordshire District Council
Appeal Against:	Refusal of planning permission dated 5 June 2026
Date of Statement:	28 July 2026

*Submitted to: The Planning Inspectorate
Temple Quay House, 2 The Square, Bristol, BS1 6PN
appeals.planninginspectorate.gov.uk*

1. Introduction and Background

This statement is submitted on behalf of Mr Julian McGlynn ('the Appellant') in support of an appeal against the decision of North Hertfordshire District Council ('the Council') to refuse planning permission for:

Installation of an additional vehicular crossover, front boundary wall and entrance gates at 14 Cashio Lane, Letchworth Garden City, Hertfordshire, SG6 1AX.

The development was completed in 2024, prior to the submission of a retrospective planning application (ref: 24/02675/FPH), which was received and validated on 22 May 2025. Permission was refused on 5 June 2026 on the sole ground that the proposal fails to comply with Policy T1 of the North Hertfordshire Local Plan (NHLP) and Hertfordshire County Council's Local Transport Plan-4 (2018–2031). On 1 July 2026, the Council issued a warning letter (ref: 24/00169/1ENF) advising of its intention to serve an Enforcement Notice after 7 days of the letter. Any such Notice would require removal of the development and reinstatement of the land to its former appearance; the letter itself imposes no requirement and sets no compliance period.

The Appellant strongly contests the refusal. This statement sets out why the development is acceptable in planning terms, why the Council's application of its highway policies is disproportionate and contrary to those policies' own objectives in this specific context, and why the appeal should be allowed.

Executive Summary

- The refusal rests on a single reason, with no assessment of sightlines, visibility or highway safety by anyone: the Highway Authority objected only that a second dropped kerb is contrary to HCC's 'one dropped kerb per property' rule — a blanket ban HCC introduced only in May 2024. When this scheme was designed and granted Heritage Foundation approval in September 2023, HCC's guidance permitted a second access where the driveway had a minimum of 11m x 4m of forward-gear space (Appendix B); the appeal property (13.3m x 21m) far exceeds that test and so complied with the criteria then in force.
- The Council's own officer conceded the development is acceptable in design, heritage, conservation-area, neighbour-amenity and parking terms; the dropped-kerb policy is the sole point of failure.
- The development improves highway safety: it replaces a blind reversing manoeuvre onto a narrow, single-file lane with a forward-gear exit.
- The scheme has independent Letchworth Heritage Foundation approval, has operated for almost two years without complaint or incident, and attracted no objections from any neighbour or member of the public.

- ☐ Dismissal would compel reinstatement of the hazardous reverse-out, making the highway less safe. The appeal should be allowed — with conditions if the Inspector considers them necessary.

2. The Site and Its Context

2.1 Nature of Cashio Lane

Cashio Lane is a narrow residential lane in Letchworth Garden City. It is not a classified road, a primary route, or a through route of significant traffic volume. The carriageway is notably narrower than a standard adopted residential highway. Photographic evidence submitted with this appeal demonstrates that:

- ☐ A single large vehicle — including HGVs and highway maintenance lorries — occupies virtually the full width of the carriageway when travelling along it.
- ☐ When any vehicle is parked on the carriageway, traffic is reduced to single-file and oncoming vehicles must give way.
- ☐ On-street parking by neighbouring residents and visitors is a regular occurrence, creating repeated single-file pinch points along the lane.
- ☐ The lane is used by driving instructors for learner driver tuition, consistent with its character as a quiet, low-speed road rather than a primary highway.

These characteristics are fundamental to the assessment of this appeal. Cashio Lane does not operate as a normal residential road and applying standard highway policies without regard to site-specific context is disproportionate.

2.2 The Property

14 Cashio Lane is a substantial detached dwelling set well back from the carriageway. The key physical characteristics relevant to this appeal are:

- ☐ The property boundary is set back approximately 3 metres from the carriageway edge, providing a substantial grass verge between the highway and the front boundary.
- ☐ There is no footpath on the appellant's side of Cashio Lane. The footpath is on the opposite side of the road, and pedestrians use that footpath rather than the appellant's side.
- ☐ The property has a large internal driveway incorporating a circular turning island of 13.3 metres depth and 21 metres width (as shown on the Heritage Foundation approved plans), permitting multiple large vehicles to manoeuvre entirely within the curtilage simultaneously.
- ☐ The driveway has accommodated large commercial vans, SUVs, and multiple cars entirely off-highway, as evidenced by CCTV footage and photographs submitted.

2.3 Pre-existing Access

A vehicular access and gate ('Gate 1') existed at this property prior to the works subject to this appeal. A pre-works photograph of the property (Photograph 16) shows the original access

arrangement — a single gate opening onto a concrete driveway. At that time, vehicles entering the property had no option but to reverse out onto the lane to exit, as there was insufficient space to turn within the curtilage.

The works added a second crossover and gate ('Gate 2') at the opposite end of the front boundary, together with a boundary wall and landscaping, creating a drive-through arrangement: vehicles enter via Gate 1, follow the sweeping driveway around the central turning island, and exit via Gate 2 — always exiting forwards onto Cashio Lane.

3. Description of the Development

The development subject to this appeal comprises:

- ☐ A second vehicular crossover (Gate 2) at the eastern end of the front boundary, creating a drive-through driveway arrangement with the existing Gate 1.
- ☐ A front boundary wall with a maximum height of less than 1 metre, with gate piers at 1.4 metres — modest dimensions consistent with typical residential boundary treatments.
- ☐ Automated sliding gates at both access points.
- ☐ Associated landscaping including planting between the wall and the carriageway.

The total effect is to transform the property from one requiring vehicles to reverse onto Cashio Lane, to one from which all vehicles exit forwards. This is the central highway safety benefit of the development.

4. Letchworth Garden City Heritage Foundation Approval

Before commencing any works, the Appellant sought and obtained formal approval from the Letchworth Garden City Heritage Foundation — the statutory body responsible for overseeing the character and appearance of Letchworth Garden City as the world's first garden city.

KEY FACT: The Letchworth Garden City Heritage Foundation granted First Stage Approval for the frontage alterations at 14 Cashio Lane on 5th September 2023 (Ref: 40108, Document Ref: CL/14/01-03). The approved documents include the driveway layout plan showing the dual-gate arrangement, the turning circle, and the boundary wall.

The Heritage Foundation approval is a significant material consideration for three reasons:

- The Heritage Foundation specifically reviewed the proposed frontage alterations including the dual access arrangement, the wall, the gates, and the overall design. It found the scheme acceptable and granted first stage approval. This is an independent expert assessment by a body with specialist knowledge of Letchworth's character that directly contradicts the Council's 'in principle' objection.
- The Heritage Foundation's approval confirms that the development is consistent with the character and appearance of this part of Letchworth Garden City. The Council's suggestion that the development is fundamentally unacceptable sits uneasily alongside this approval from the body charged with protecting Letchworth's heritage.
- The approved Heritage Foundation plans (CL/14/01-03) explicitly show the dual-gate, drive-through layout with the circular turning area — the very arrangement the Council seeks to refuse. The Heritage Foundation approved this arrangement in full knowledge of what was proposed.

The Heritage Foundation approval letter and approved plans are submitted as Photograph 17 in Section 7 of this appeal statement. The Inspector is invited to give this approval significant weight as a material consideration in the Appellant's favour.

5. The Council's Decision and Grounds of Refusal

The Council refused permission on a single ground:

"The proposal fails to comply with Policy T1 of the NHLP, and Hertfordshire County Council's (HCC) Local Transport Plan-4 (2018-2031, May 2018)."

The Council's proactive statement states the proposal is 'unacceptable in principle and the fundamental objections cannot be overcome through dialogue.' No attempt was made to engage with the Appellant before refusal, and no specific technical analysis of sightlines, visibility splays, or measured highway safety impact was provided. This approach is difficult to reconcile with the Heritage Foundation's considered first stage approval of the same scheme.

The Appellant submits that this blanket in-principle refusal, without regard to the specific and unusual characteristics of this site, is contrary to the NPPF's requirement that decisions be made on the individual merits of each application having regard to all material considerations.

6. Grounds of Appeal

Ground 1: The Refusal Rests Solely on a Blanket Dropped-Kerb Policy, With No Assessment of Highway Safety

It is essential to be clear about what the Council actually objected to. As the officer's Delegated File Note records (paragraph 3.3), the only objection from the Hertfordshire County Council Highways Authority was that the second crossover is '**Contrary to Hertfordshire County Council's Residential Dropped Kerb Policy.**' The Highway Authority carried out no assessment of sightlines, forward visibility, carriageway width or any other highway safety matter, and identified no actual danger. The sole reason for refusal is therefore non-compliance with a blanket administrative policy limiting properties to one dropped kerb — not any evidence-based finding of harm to highway safety.

The officer's own assessment is otherwise entirely favourable to the development. The Delegated File Note expressly finds that the gates are '**of a modest scale and design which do not detract from the visual amenity of the street scene or the wider conservation area or the setting of the neighbouring Listed Building**' (4.3.3); that '**a number of properties within the wider street scene benefit from dual access or large driveways**' and the hardstanding is '**acceptable in design terms**' and not '**contrary to the local context**' (4.3.4); that there is no unacceptable impact on neighbour amenity (4.3.6); and that no car parking issues arise (4.3.7). The Council has thus conceded that the development is acceptable in design, heritage, conservation-area, neighbour-amenity and parking terms. Every substantive planning consideration is resolved in the appellant's favour, save for compliance with a single blanket policy.

A blanket policy of 'one dropped kerb per property' cannot displace the site-specific planning merits or the test in paragraph 115 of the NPPF, which permits refusal on highway grounds only where the impact on highway safety would be 'unacceptable' or the residual cumulative impacts on the network would be 'severe.' No such impact has been assessed, let alone demonstrated. On the contrary, the second access removes a genuine hazard by enabling a forward-gear exit. The mechanical application of a general dropped-kerb policy, without any site-specific highway safety assessment, is precisely the kind of blanket decision-making the NPPF cautions against. It is also noted that the policy has been repeatedly revised — the File Note cites 'Version 5, June 2025' at 4.3.9 and 'Version 6, 10 September 2025' at 4.3.10, while the current text is 'Version 7, 8 May 2026.' The versions the officer relied upon post-date the works, and — as explained below — the current unqualified 'one dropped kerb' wording post-dates the design and Heritage Foundation approval of this scheme.

Moreover, HCC's own guidance does not impose an absolute bar on a second access. In a consultee response dated 27 February 2023 (application 6/2022/2559/FULL, 20 Great North Road, Welwyn Garden City — reproduced at Appendix B), the same Highway Authority set out its policy thus: 'The HA will not normally approve a second dropped kerb if the property already has a dropped kerb, unless there is sufficient space within the boundary of the property with minimum measurement requirements of 11m width by 4m depth to drive a vehicle on and off your driveway in forward gear and in one continuous movement.' HCC there approved a second vehicular access precisely because the forecourt met that requirement, finding it 'compliant with the HCC residential dropped kerb guidance to get a second dropped kerb/vehicle access.' The appeal property overwhelmingly satisfies that same test: the driveway provides a turning area 13.3 metres deep and 21 metres wide (Photographs 9 and 10) — far exceeding the 11m x 4m minimum — and is designed expressly so that vehicles enter and leave in forward gear in one continuous movement. On the Highway Authority's

own stated criterion, a second vehicular access at this property is therefore not merely acceptable but positively warranted. The refusal applied a blanket 'one dropped kerb' rule that HCC's own guidance and practice show is not absolute, and did so without ever assessing the appeal property against the very forward-gear space test that HCC's guidance applies.

The timeline is decisive. At the time the Letchworth Garden City Heritage Foundation granted First Stage Approval for this scheme (5 September 2023), the proposed second vehicular access met the qualifying criteria then in force. HCC's Residential Dropped Kerbs guidance at that date permitted a second dropped kerb where the property had a minimum of 11 metres width by 4 metres depth to enter and leave in forward gear in one continuous movement (Appendix B). The appeal property satisfied, and greatly exceeded, that criterion — its turning area is 13.3 metres deep and 21 metres wide — so the second access was fully compliant with the policy in force when the scheme was designed and approved. It was only afterwards, in the version of the Residential Dropped Kerbs Policy introduced in May 2024 (Version 4), that HCC removed that spatial exception and replaced it with the unqualified wording now relied upon — 'We do not provide second dropped kerbs ... Access points are limited to one per property.' The Council has therefore refused a scheme that already qualified under the criteria applicable when it was designed and approved, by mechanically applying a blanket ban introduced afterwards and without any assessment of this site's actual, measurable dimensions. That is both unfair and contrary to the requirement that each application be determined on its own individual merits.

The appeal scheme in fact complies with the objective the Dropped Kerbs Policy treats as paramount. The policy states, in terms, that 'Highway safety will always be the main consideration.' For faster roads it requires 'enough space within the boundary of your property to turn a vehicle around through 180 degrees ... so that you do not reverse on or off the road' — expressly recognising reversing onto the highway as the hazard to be avoided. The appeal scheme delivers exactly that outcome on a narrow, constrained lane: an internal turning circle 13.3 metres deep that allows every vehicle to leave in forward gear. To apply the 'one dropped kerb' rule so as to compel removal of the very arrangement that secures the policy's own primary objective is self-defeating.

In every other respect the property meets the policy's own standards: the driveway far exceeds the minimum depth of 5 metres (at 13.3 metres); the surface is the permeable material the policy requires for driveways over 5 square metres; and the appellant obtained the Letchworth Garden City Heritage Foundation consent that the policy specifically requires for a Letchworth front-garden driveway. The only rule engaged is the 'one dropped kerb per property' limit — and the rationale the policy itself gives for that limit, that 'every access point ... is a potential point of conflict between people and cars,' does not arise here, there being no footpath on the appellant's side of the carriageway. The policy is, in any event, not absolute: it expressly permits the exercise of discretion in exceptional circumstances 'where it is safe to do so.' A development that advances the policy's paramount safety objective is the clearest possible case for that discretion.

Nor does the second crossover cause any material loss of amenity grass. It occupies only a modest dropped-kerb width across the verge — no greater than the standard maximum the policy itself permits — and does not result in the loss of any 'large green space' of the kind the Dropped Kerbs Policy is directed at protecting. The grass verge is retained on either side of the crossover, and the scheme incorporates new planting between the boundary wall and the carriageway. The officer expressly found the hardstanding 'acceptable in design terms' and not 'contrary to the local context'

(Delegated File Note, 4.3.4). There is accordingly no loss of verge or harm to the street scene capable of justifying refusal.

For completeness, the new driveway is finished in a permeable resin-bound surface that manages surface water on site, consistent with the sustainable-design objectives of Policy D1 — with which the officer expressly found the scheme to comply (4.3.11). Surface water is retained and managed within the site and is not discharged onto the pavement or the highway.

Ground 2: The Development Directly Promotes the Objectives of Policy T1 by Eliminating an Existing Highway Hazard

Policy T1 of the North Hertfordshire Local Plan (NHLP) seeks to ensure that development does not result in a detrimental effect on highway safety. The Council has failed to recognise that the appeal scheme actively cures a pre-existing safety deficit. Under the original, single-gate configuration, vehicles were physically required to reverse out onto Cashio Lane. As demonstrated by photographic evidence, Cashio Lane is a highly constrained carriageway frequently utilised by large commercial vehicles and HGVs, with persistent single-file pinch points caused by on-street parking.

As the photographs at Section 7 demonstrate (Photographs 5, 6 and 7), the original access was — and still is — regularly blocked by vehicles parked on the carriageway directly opposite the gate. Exiting the original single access therefore required a blind reversing manoeuvre into a single-file carriageway, frequently obstructed by parked vehicles — a manoeuvre discouraged by Manual for Streets and by Rule 201 of the Highway Code, which advises against reversing onto a busier road.

The Inspectorate consistently treats reversing manoeuvres on narrow carriageways as harmful to highway safety. In 1 Fen End, Stotfold (APP/P0240/W/25/3373966, 19 December 2025), an appeal was dismissed because vehicles reversing on a narrow lane would 'hamper the movement of traffic ... adversely affecting the operation of the highway,' with 'an increased risk to highway safety arising from such reversing manoeuvres.' The harm there was that a reversing leg occurred on the highway. That is exactly the defect the present development removes: the second access and turning area mean vehicles enter and leave 14 Cashio Lane in forward gear, with no reversing onto a single-file lane that is itself used by heavy goods vehicles. A refusal that reinstates a reverse-out arrangement would be inconsistent with the approach the Inspectorate takes to reversing on narrow lanes.

Nor is the drive-through arrangement a matter of convenience. The property is in everyday use by the household's three vehicles. When those vehicles are parked on the driveway, there is insufficient room to complete a turning manoeuvre around the central island using a single access point (as the elevated view at Photograph 10 shows) — a vehicle cannot turn within the occupied curtilage and would be forced to reverse onto, or off, Cashio Lane. The second crossover is therefore necessary to secure a forward-gear exit under the property's normal, occupied conditions: it is the drive-through layout — in through one gate, around the island, and out through the other — that guarantees every vehicle can leave in forward gear even when the driveway is fully occupied.

The introduction of the second crossover and internal turning circle entirely removes this hazard, enabling all vehicles to enter and exit in a forward gear. By replacing a hazardous reversing manoeuvre with a safe, forward-facing exit, the development actively promotes the safety objectives underpinning Policy T1. To refuse a development that demonstrably improves driver and pedestrian safety on a constrained lane is a fundamental misapplication of the policy's purpose.

Ground 3: Dismissal Would Reinstate the Highway Hazard the Development Has Removed

The fallback position is a material consideration of significant weight. If this appeal is dismissed and the second crossover removed, the appellant would be compelled to revert to the original single-access arrangement — under which the only way to leave the property is to reverse out onto Cashio Lane. As evidenced by the photographs, that manoeuvre requires a driver to reverse blind into a narrow lane frequently used by HGVs and regularly blocked by vehicles parked on the opposite carriageway. The practical and inescapable consequence of dismissing this appeal is therefore to make the highway less safe than it is today. The Inspector is invited to weigh heavily the fact that refusal does not preserve a safer status quo — it actively reinstates a hazard that the development has removed.

Ground 4: Letchworth Garden City Heritage Foundation Granted First Stage Approval

As set out in Section 4 above, the Heritage Foundation granted formal first stage approval for the frontage alterations — including the dual-gate arrangement — on 5 September 2023. This pre-commencement approval from Letchworth's own heritage body is a material consideration that the Council failed to weigh in its decision. The Appellant submitted the required application, obtained the required consent, and proceeded on that basis.

The Heritage Foundation's approval of the dual-gate, drive-through arrangement on the approved plans (CL/14/01-03) is a significant finding in the Appellant's favour. It demonstrates that the development was not undertaken recklessly or without prior consideration, and that an independent specialist body found the scheme acceptable in design and character terms.

Ground 5: No Footpath Exists on the Appellant's Side of the Carriageway

No footpath exists on the appellant's side of Cashio Lane. The footpath, and pedestrian movement, is on the opposite side of the road; pedestrians do not walk along the appellant's side at all. The second crossover therefore severs no footway and interrupts no pedestrian route whatsoever. The pedestrian-safety concern that ordinarily underpins highway crossover objections does not arise here.

Ground 6: The Set-Back and Retained Verge Preserve Visibility

No visibility deficiency has been identified or alleged by HCC, the officer, or any third party. The boundary wall is set back approximately 3 metres from the carriageway edge, behind the retained grass verge, and is under 1 metre in height, so it creates no obstruction to intervisibility between drivers and other road users. All vehicle manoeuvring takes place within the curtilage, around the internal turning island (13.3 metres deep), so that vehicles reach the carriageway travelling forwards. The constrained width of Cashio Lane — along which a single large vehicle occupies virtually the full carriageway (Photograph 1) — necessarily keeps vehicle speeds low, so the visibility required for a safe egress is modest and is comfortably achieved across the set-back and low boundary.

Ground 7: The Boundary Structures Are Modest and Appropriate in Scale

The front boundary wall is less than 1 metre in height throughout its run, with gate piers at 1.4 metres. A wall of up to 1 metre adjacent to a highway may be erected under permitted development (GPDO 2015, Schedule 2, Part 2, Class A). The modest additional height of the piers was expressly found by the officer to cause no harm to the street scene, the wider conservation area, or the setting of the neighbouring Listed Building (Delegated File Note, 4.3.3). The structures create no meaningful obstruction to visibility. The Heritage Foundation's approval also addressed gate height (condition d: 'the gate will be no higher than 1.2 metres'), consistent with the built development.

Ground 8: The Dropped-Kerb Policy Is Not Part of the Development Plan

The HCC Residential Dropped Kerbs Policy — the only document the Highway Authority actually relied upon — is technical guidance administered under section 184 of the Highways Act 1980. It forms no part of the statutory development plan. Conflict with such guidance cannot, of itself, establish conflict with Policy T1 of the NHLP in the absence of any identified harm to highway safety. Under section 38(6) of the Planning and Compulsory Purchase Act 2004, the application falls to be determined in accordance with the development plan unless material considerations indicate otherwise; here the development plan policy (T1) is directed at highway safety, no highway-safety harm has been identified by anyone, and the scheme in fact improves safety.

Ground 9: Nearly Two Years of Operation Since August 2024 Without Any Adverse Highway Impact

The development has been in place since August 2024 — almost two years — and has operated without complaint or recorded incident. That real-world record is consistent with, and unrebutted by, the complete absence of any highway-safety assessment in the Council's case. It stands in contrast to the Council's theoretical assertion that the development is 'unacceptable in principle,' an assertion supported by no measured or evidenced harm.

Ground 10: The Development Is Consistent With the Established Character of the Locality

Five properties within immediate proximity of 14 Cashio Lane — at 29 and 31 Cashio Lane, and 22, 28 and 40 Croft Lane — already have established dual vehicular access arrangements comparable to the appellant's development. These arrangements exist on roads with identical highway characteristics: narrow lanes with grass verges and no footpath on the relevant side of the carriageway. None of these properties appear to have been subject to enforcement action in respect of their access arrangements.

The existence of these comparable arrangements in the immediate locality demonstrates that dual vehicular access is an established and accepted feature of the character of this residential area. An Inspector visiting the site will be able to observe these arrangements directly. The Council's blanket in-principle refusal in respect of 14 Cashio Lane is inconsistent with the established pattern of development immediately surrounding the appeal site and is therefore unreasonable.

Ground 11: No Objections or Representations from Neighbours or the Public

The retrospective planning application (ref: 24/02675/FPH) was publicised in the ordinary way and attracted no objections, comments, or representations of any kind — from any neighbouring resident or other member of the public. Not a single local resident or member of the public raised any concern about the development. This complete absence of public objection is a material consideration in the Appellant's favour: those who actually live alongside the development plainly do not regard it as harmful, in direct contrast to the Council's purely 'in principle' refusal. Where a scheme has stood for approaching two years and has generated no complaint or objection from any local resident or member of the public, the case for refusal on highway or amenity grounds is materially weakened. This is confirmed by the Council's own Delegated File Note, which records at paragraph 3.1 that neighbour consultation produced '**None received**,' and at 3.2 that the Letchworth Garden City Heritage Foundation likewise submitted '**None received**.'

7. Photographic Evidence

The following photographs are submitted in support of this appeal. Original high-resolution files are available on request.

7A — Cashio Lane: Road Character and Traffic Conditions



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.

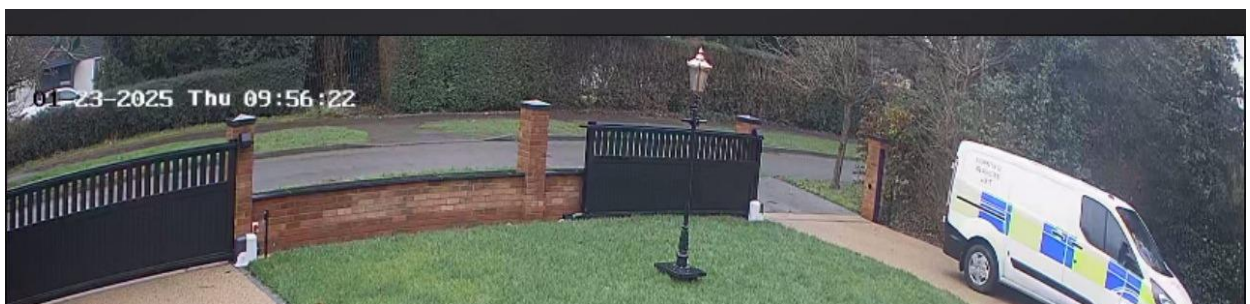


Photograph 6: Grass verge on the appellant's side of Cashio Lane, with a vehicle parked on the carriageway beyond. There is no footpath on this side of the road; the footpath is on the opposite side, which is where pedestrians walk. The crossover affects no pedestrian route.



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.

7B — The Property: Turning Arrangement, Set-Back and Boundary Structures



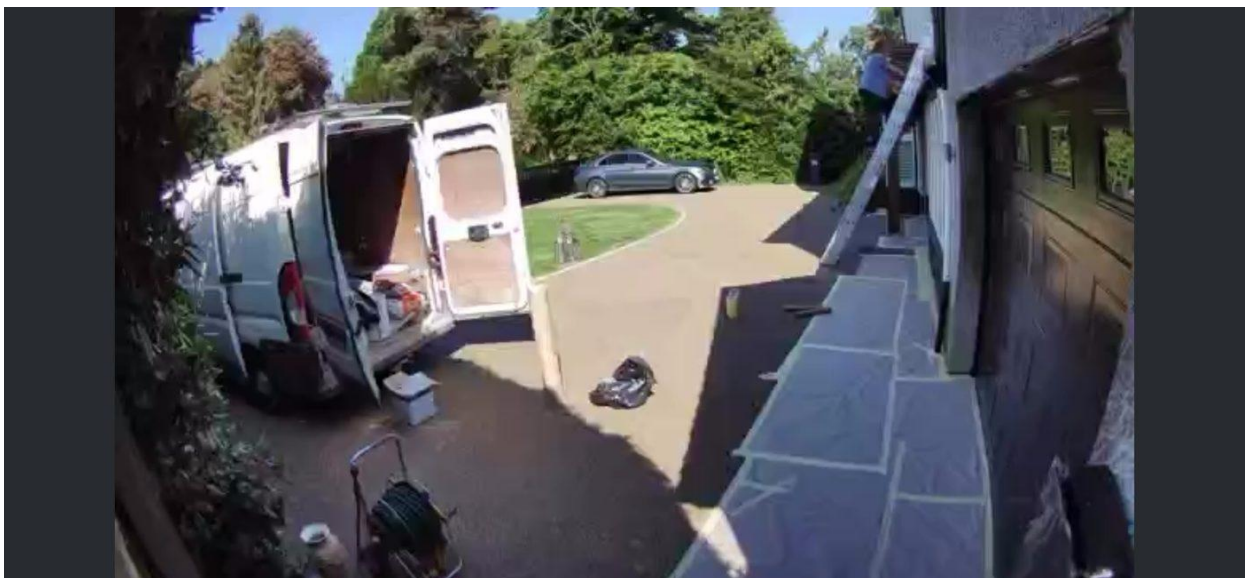
Photograph 8: CCTV still dated 23 January 2025 showing a marked police vehicle parked on the property driveway, with the two gates and boundary wall visible.



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.



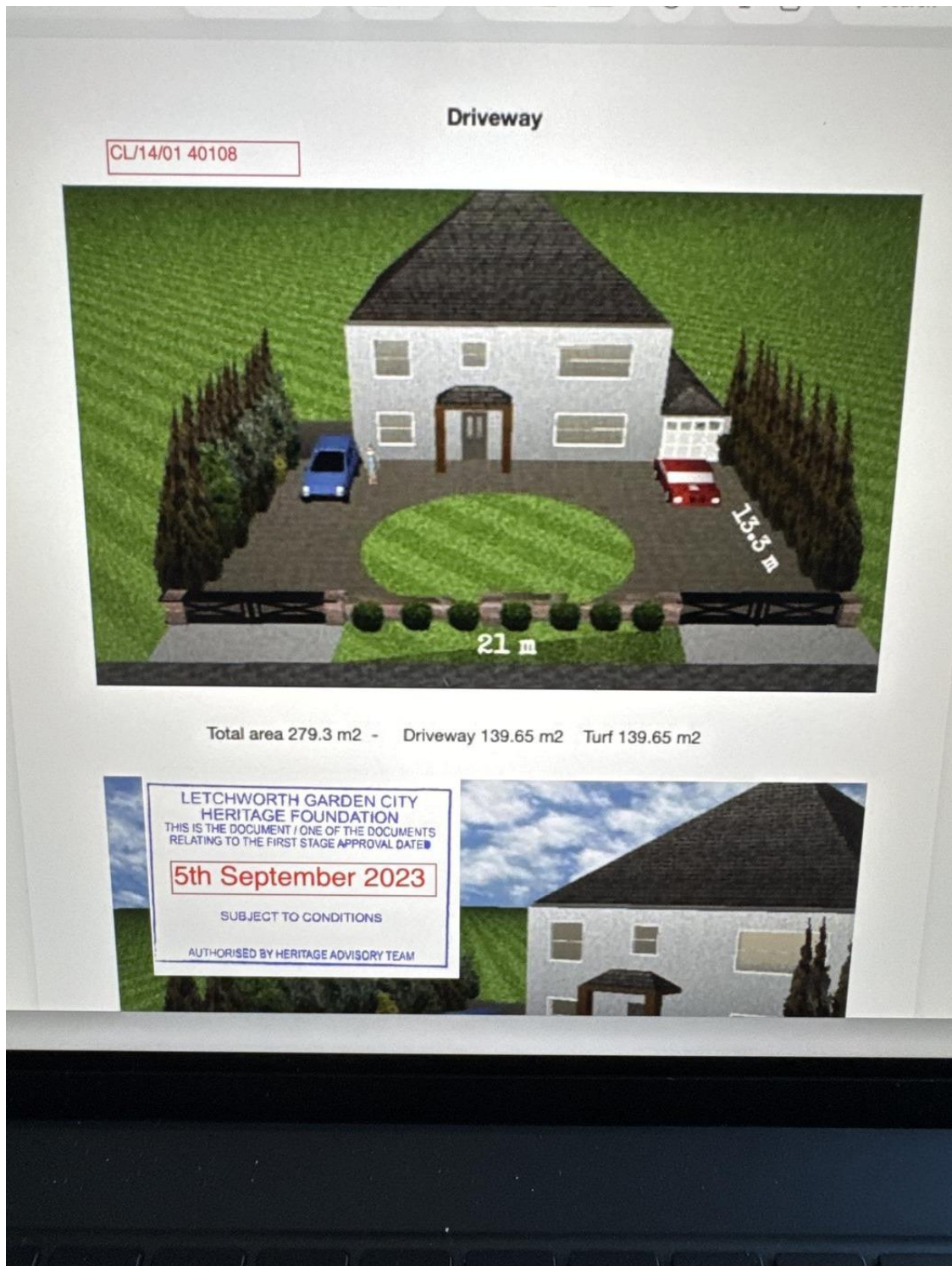
Photograph 15: Night-time view from the road showing the property frontage with both gate areas illuminated.

7C — Pre-Works Access



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.

7D — Heritage Foundation Approval



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.

8. Precedent: Comparable Dual-Access Arrangements in the Immediate Locality

The Appellant has identified five further properties within immediate proximity of 14 Cashio Lane — two on Cashio Lane itself and three on the directly adjoining Croft Lane — that already have established dual vehicular access arrangements, with separate entry and exit crossovers onto the highway. None of these properties appear to have been subject to enforcement action in respect of their access arrangements.

The existence of these comparable arrangements is a significant material consideration. The Inspector is invited to find that dual vehicular access is an established and accepted feature of the character of this residential area, and that the Council's blanket in-principle refusal in respect of 14 Cashio Lane is therefore inconsistent with the established pattern of development in the immediate locality.

The NPPF requires decisions to be consistent and predictable. If comparable arrangements at neighbouring properties have not been considered unacceptable, the same standard should apply to the appellant's property. The Council's selective pursuit of proposed enforcement against 14 Cashio Lane — while comparable arrangements exist unchallenged within metres — is difficult to justify on planning grounds.

8A — Cashio Lane Precedent Properties



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.

8B — Croft Lane Precedent Properties

Croft Lane directly adjoins Cashio Lane and shares identical highway characteristics — a narrow residential lane with grass verges and no footpath. The following properties on Croft Lane have established dual access arrangements:



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.

9. Planning Policy Considerations

9.1 National Planning Policy Framework (NPPF)

Paragraph 115 of the NPPF establishes a high bar for refusal on highway grounds, stating that development should only be prevented if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. There is zero empirical evidence of severe harm; rather, the development has operated entirely incident-free since August 2024. Furthermore, a refusal effectively reinstates the 'fallback position' of the original single access, legally forcing drivers to resume hazardous reversing manoeuvres.

9.2 Hertfordshire County Council Local Transport Plan-4 (LTP-4)

The LTP-4 prioritises active travel and the safety of vulnerable road users. There is no footpath on the appellant's side of Cashio Lane; the footpath is on the opposite side of the road, which is where pedestrians walk. The appeal scheme therefore affects no pedestrian route, retains the grass verge in full, and improves forward visibility for drivers leaving the curtilage. The development poses no threat to pedestrian infrastructure and is consistent with the strategic goals of the LTP-4.

10. The Proposed Enforcement Action

The Council's warning letter dated 1 July 2026 advises of an intention to serve an Enforcement Notice — which would require removal of the development and reinstatement of the land — after 7 days of the letter. The Appellant submits that enforcement in these circumstances would be wholly disproportionate:

- ☐ There has been no demonstrated harm to highway safety in nearly two years since August 2024.
- ☐ The development confers a positive highway benefit by eliminating reversing manoeuvres onto a narrow lane.
- ☐ The Appellant obtained Heritage Foundation first stage approval before commencing works — this is not a reckless breach.
- ☐ The cost and disruption of removing the works is substantial and entirely disproportionate to any identified harm.
- ☐ The Council's own proactive statement acknowledges objections are 'in principle' — not based on any demonstrated or measured harm.

If the appeal is allowed, it is anticipated that the Council will not consider any enforcement action expedient. Without prejudice to the primary case that permission should be granted, the Appellant would accept reasonable conditions — for example, that visibility across the boundary be

maintained, that the gates slide or open within the curtilage, and that the grass verge be retained — should the Inspector consider any to be necessary.

For the avoidance of doubt, the Appellant notified the Council of the intended appeal, well within the statutory period for a householder appeal, and the Council confirmed that its records had been updated accordingly. No Enforcement Notice has been served. It would be unreasonable and premature to pursue enforcement while this appeal, of which the Council has been expressly informed, remains undetermined.

11. Conclusion

The Appellant respectfully requests that the Planning Inspectorate allow this appeal and grant planning permission for the development as applied for under reference 24/02675/FPH. The grounds for allowing the appeal are compelling:

- ☐ The development improves highway safety by eliminating reversing manoeuvres onto a narrow, hazardous lane — directly serving the objective of the policies cited as grounds for refusal.
- ☐ The Letchworth Garden City Heritage Foundation granted formal first stage approval for the scheme — including the dual-gate arrangement — before works commenced. This independent approval is a significant material consideration.
- ☐ No footpath exists on the appellant's side of the carriageway, removing the principal pedestrian safety concern underlying crossover objections.
- ☐ The 3-metre set-back from the carriageway provides clear sightlines and adequate visibility in both directions.
- ☐ The boundary structures are modest in scale, consistent with Heritage Foundation conditions, and cause no visibility obstruction.
- ☐ Cashio Lane is a narrow lane, not a classified road, and the application of standard highway policies without regard to its specific character is disproportionate.
- ☐ The development reduces on-street parking pressure, benefiting all lane users.
- ☐ Nearly two years of operation since August 2024 have produced no highway incidents, complaints, or safety concerns whatsoever.
- ☐ The refusal rests solely on non-compliance with a blanket 'one dropped kerb per property' policy; the Council's own officer conceded the development is acceptable in design, heritage, neighbour-amenity and parking terms, and the Highway Authority carried out no assessment of highway safety whatsoever.
- ☐ The planning application attracted no objections, comments, or representations from any neighbour or member of the public — no one affected by the development regards it as harmful.
- ☐ Five comparable dual-access arrangements exist within immediate proximity on Cashio Lane and Croft Lane, none subject to enforcement action — the Council's selective approach to enforcement against this property is inconsistent and unreasonable.

- ☐ Enforcement requiring removal of the works would be grossly disproportionate given the absence of any demonstrated harm and the prior Heritage Foundation approval.

Appellant: Mr Julian McGlynn

Address: 14 Cashio Lane, Letchworth Garden City, SG6 1AX

Date: 28 July 2026

The Appellant confirms that the information provided in this statement is accurate to the best of their knowledge and belief.