

Roy Blyth  
1 Burge End Lane  
Pirton  
Hitchin  
Herts  
SG5 3QN



Mr T Howe  
Planning Dept.  
North Herts District Council  
PO Box 7075  
Manchester  
M28 8JX

3rd June, 2026

Dear Mr Howe,

**Re: Planning Application - 25/02873/FP**

I refer to the above application and attach a copy of my objection.

Many thanks.

Yours sincerely,

Roy Blyth

## **Planning Application - 25/02873/FP**

I wish to object to this application due to its inappropriate location, access restrictions and appearance.

The proposed development is positioned at the narrowest part of Burge End Lane (3 metres wide), has a short awkward steep ramp to access it from the road and then minimal turning space once you are on it. The entrance to this site is also dangerously close to the junction with West Lane and Shillington Road (less than 30 metres), which is completely blind on the western side.

Burge End Lane is a very narrow unlit single track lane with no footpath and no passing places for vehicles. The sides of the lane, particularly at the southern end, consist of steep banks which are often overgrown with vegetation and branches.

The lane is used on a daily basis by walkers, children and families from the village accessing the network of public footpaths leading to open countryside at the northern end. The lane is also regularly used by horse riders from the stables at the northern end and is considered to be a pleasant and attractive walking route out into the surrounding unspoilt open countryside. Pedestrians, dog walkers and cyclists in the lane have to retrace their steps back to a garage or driveway to allow oncoming traffic to pass safely.

There are five residential properties further down the lane, along with stables at the far end. All of these properties have wide clear level entrances and their own private driveways for vehicles to safely turn and park well away from the lane. The reason for this is obvious when you consider the narrow width of the lane and the lack of any footpath or passing places.

This development has no such provision for parking and turning. It has a steep access ramp which is not suitable for delivery vehicles to use and therefore those vehicles will stop in the lane and block it completely while they make their deliveries. A typical DPD or Amazon van is 6 metres long, with a wheelbase of 3.5 metres. I would think it impossible for that to reverse in or out of the sloped entrance, on a lane measuring 3 metres wide with a steep bank on the opposite side. There are no turning places anywhere down the lane, so they will have to reverse back out into the blind junction, which itself is often crowded with parked vehicles.

Similarly, with regard to the actual construction of this property, there has been no consideration given to the management of vehicles delivering construction equipment (e.g. excavators, cement mixers, scaffolding, skips, toilets, etc.), along with regular deliveries of building materials.

How are these vehicles going to be managed in the lane? They will be far too big to manoeuvre or park on the site even if there was enough space, which there is not. Nothing will be able to get by them whilst they are unloading or delivering, not even pedestrians. All vehicle traffic will be held up in both directions, which is totally unacceptable to those that live in the lane. Neither is there adequate parking in the neighbouring roads for deliveries to then be carried by fork lift truck to the site, which itself is on a steep slope.

Also, where are the building contractors going to park their own vehicles? There's no room on the site itself, no room in the lane and very little room on the neighbouring roads. If the lane is blocked with any vehicles, then anyone turning into Burge End Lane would be forced to make a very dangerous reversing manoeuvre back into the blind junction.

With regard to the property itself, its design is completely at odds with other properties in the immediate area. Whilst the application seeks to liken it to the various garages and sheds nearby, it is actually nothing like them as it has a pitched roof with a chimney and will be clearly visible from the row of nearby cottages and within Burge End Lane. Also, as it virtually fills the plot, it will overshadow the neighbouring gardens, particularly to the north.

The design also means that there will be virtually no garden on the property, meaning a loss of valuable green environment and bringing about an urban feel within a valued conservation area.

It is worth noting that a similar application on a small plot close by in the High Street (19/02988/FP) was refused permission for similar reasons, even without any restrictions on access. The following extract is from the Decision Notice:

“The proposed development by reason of its siting, design, size, scale and a cramped appearance would result in harm to the character and appearance of the site and locality. The proposal would result in harm to the significance of the Conservation Area. Acceptable living conditions would not be provided for future residents”.

“The proposed development would be prejudicial to the safety of the public highway by reason of inadequate visibility for motor vehicles”.

I urge the Council to reject this application.