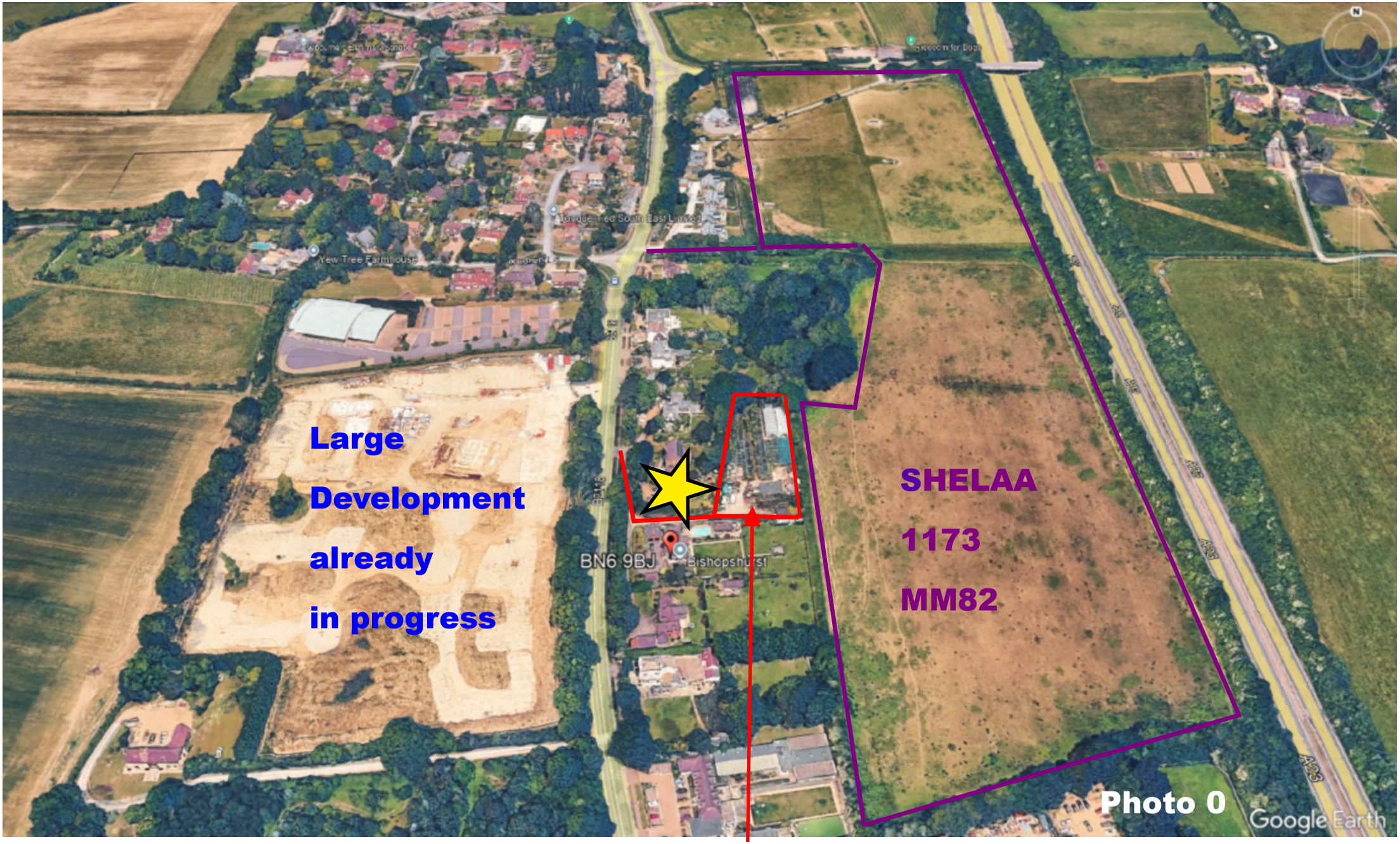


Location of Little Foxes

SHELAA

775

MM80

Photo 0 General View of the area showing the two proposed developments, SHELAA 775/MM80 AND SHELAA 1173/MM80 Also shown is the large development on the west side of London Road (B2118) which is currently in progess.





MM80
Grange View House
London Road, Albourne
(0.32ha 10 dwellings)

Photo 1

Site outlined in RED and positions of nearby dwellings labelled

Photo 2

A = Access lane entrance from & exit to B2118, the always busy London Road

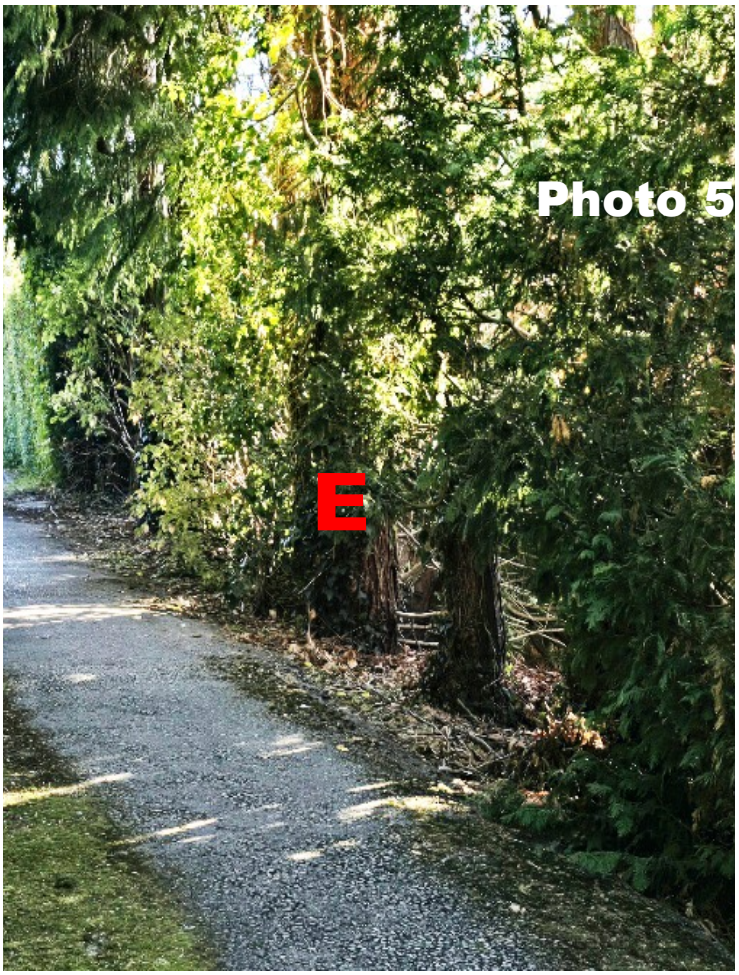
B = Entrance to Site MM80

C= 90 degree corner (T-junction)

Photos 0, 1 & 2 are screen shots from Google Earth, dated around summer 2024. Photos 3 to 10 taken by David Wilson 5/10/26







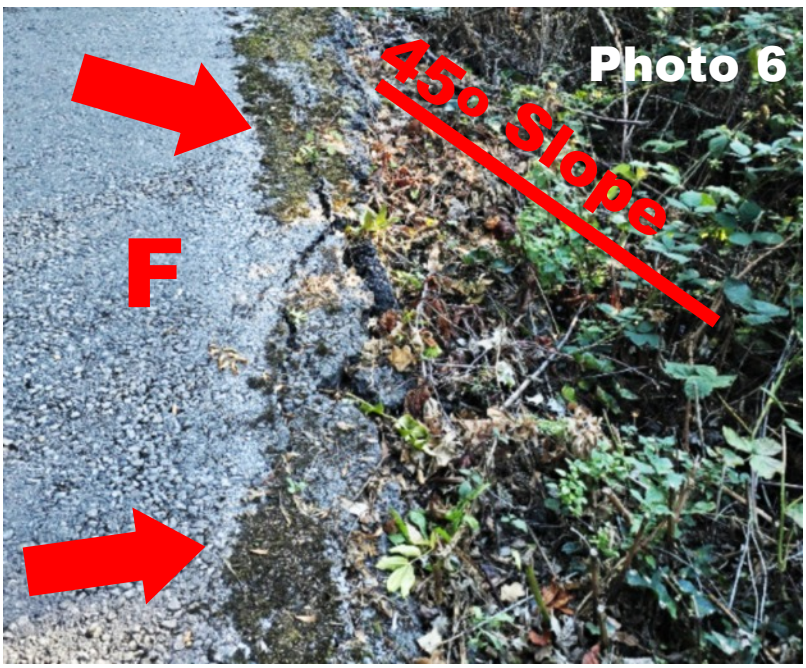


Photo 3

JUNCTION
Access Lane to busy London Road (B2118)

Photo 4 Lane from London Road

Paved width 3 metres

D = almost vertical bank to properties 2m above, already cut away a few years ago to permit medium sized vans access

Photo 5

E = Large trees at top of lane, above slope

Photo 6

F = Edges of tarmac breaking away down 45º slope, 2m above pavement and London Road (B2118)

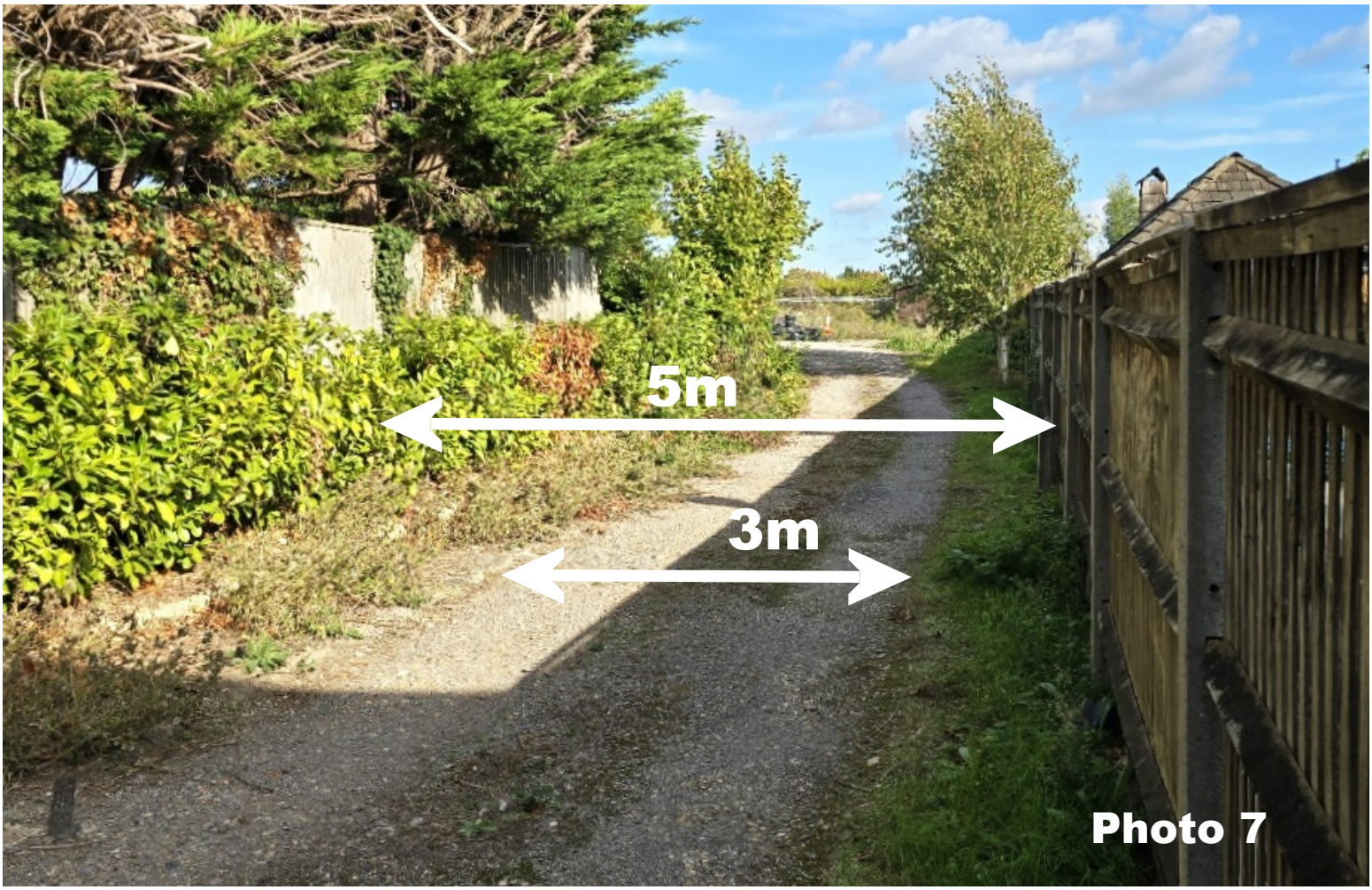




Photo 7

Lane from 90º corner/T-junction to the site. The distance between the fences of the properties on either side is 5 metres; the vehicular track is 3 metres. It is not possible to widen the lane to allow two vehicles to pass without damaging the fences on private residential land.

Photo 8

A medium-sized car at the entrance to the lane to the site.





<u>Photo 9</u> THE 90º CORNER/T-JUNCTION

Two cars, going in opposite directions could pass, but they would not see each other until they were at the corner, so they would need to manoeuvre. If one or both vehicles were medium-sized vans, they could possibly pass, with difficulty.

Photo 10

With 10 dwellings, there could often be more than one vehicle on each section of the lane going to and from the site, thus meeting head-on. This would mean one stream of vehicles reversing either back to the site, onto the other lane at the T-junction, or reversing onto the busy London Road B2118.

DURING CONSTRUCTION

Currently the lanes are wide enough for a medium sized van (2m wide) to access the site. Presumably during construction, much larger, heavier vehicles would need access and it is doubtful if they would be able to navigate the lanes and the corner. The outer edge of the lane from the main road would risk collapsing over the steep bank (see Photo 6), and the problems of two such vehicles meeting head-on could be very difficult to resolve, with one having to reverse a long distance.