Mrs Angela Craik [redacted]

Ms Charlotte Glancy
c/o Banks Solutions

By email: bankssolutionsuk@gmail.com

Dear Ms Glancy,

**MID SUSSEX DISTRICT PLAN REVIEW (2021-2039)**
Hearing Session: 5 November 2026 Examination Hearings

Site: **SHELAA 775** **MM80** Grange View House, London Road, Albourne

Gross Site Area (ha): 0.32 Ha (=3200 m2) Number of dwellings: 10

I submitted my comments on the proposed development on 26 August 2026. I now would like to submit further information.

**MOST AFFECTED PROPERTY**

**Photo 0** My property is one which will be most affected by the development, and having lived there for over 30 years, I have a very good knowledge of the immediate area. I and my partner, David Wilson, have conducted research in order to produce photographs and information which we hope will be of use to the planning committee and inspector. Please refer to the montage of photographs, attached.

**UNSUITABLE ACCESS**

**Photo 1** shows the location of the site in relation to the nearby properties and to the London Road (B2118). Until recently it has been used as a commercial garden nursery. The site borders Little Foxes, Clovelly and Hillbrook House.

**Photo 2** shows the access lane from London Road (B2118) to the site entrance. The lane climbs steeply past Clovelly and Little Foxes, then turns 90 degrees left to continue uphill past Little Foxes.

**Photo 3** is of a car approaching the junction with London Road (B2118) which is busy at all times of the day and evening. The blue boarding in the background is the large building site currently being developed opposite, which will considerably increase the traffic.

**Photo 4** is from the junction with London Road, uphill to the 90-degree corner. The lane is surfaced with tarmac to its full width of 3 metres. On the left 'A' shows how the banking was cut away to almost vertical, very near to the gas supply pipe. This was done without the permission of the property owners at Clovelly and Little Foxes, some 2 metres above the lane

**Photo 5** is of the large trees at the edge of the lane near the 90-degree corner.

**Photo 6** demonstrates how close the edge of the lane is to the 45-degree slope down to the footpath alongside the London Road (B2118). It can be seen that the tarmac has broken away at the edge, which must risk vehicles rolling over the edge, down the 45-degree slope and onto the footpath and road about 2 metres below, thus being a danger to passing pedestrians and road traffic.

**Photo 7** is the lane after the 90-degree corner, continuing uphill to the site. Again, the track is only 3 metres wide. The distance between the fences bordering the properties either side (Little foxes to the left and Grange View House to the right) is 5 metres. The borders of the track could only be cut away by a half metre, to avoid structural damage to the fences.

**Photo 8** shows that even at 4 metres wide the lane would not permit vehicles to pass.

**Photos 9 and 10** are of the 90-degree corner, which is actually a T-junction, with the third leg serving Grange View House and properties beyond. With some manoeuvring, cars travelling in opposite directions could pass each other. But, the problem is that they would not be able to see each other until they were actually at the corner.

**During Construction**
It is unlikely that vehicles larger than medium-sized vans would be able to have access to the site. Even if they could, two such vehicles would find it impossible to pass if they were travelling in opposite directions.

**Conclusions**

The lane is only wide enough to allow one vehicle to travel along it in one direction at a time. The exit to London Road (B2118) is short and there is no room for vehicles to manoeuvre there. The lane is only wide enough to permit up to medium sized vans (2 metres wide). The only place for vehicles travelling in opposite directions to pass is at the 90-degree corner (T-junction). The section of the lane from London Road (B2118) to the 90-degree corner cannot be widened due to the vertical banking on the east side and the 45-degree slope on the west side, where it also show evidence of dangerous subsidence at the edge, which would be exacerbated considerably with frequent use.

There is no possibility to significantly widen the lane, so it would remain single track.

With up to ten houses on the site, this would most likely mean at least ten vehicles, and probably more needing to use the lane frequently. In addition, there would also be post office and delivery vans needing access. This would mean that many vehicles a day would be going up and down the lane, with frequent chances of meeting head-on.

**NATURE OF THE AREA**

The existing properties between the site and the London Road (B2118) are large, and a good fit with the heritage of the area. A development of up to ten small dwellings, packed close together, would appear to be out of place.

**HEARING SESSION 5 NOVEMBER 2026**

It is clear, that the proposed development SHELAA775/MM80 is unsound.
I and my partner would like to attend the hearing session. We would be willing to answer any questions of clarification about the situation on the ground.

*Signed:*

*Mrs Angela Craik  13 October 2026*