Ms Charlotte Glancy
c/o Banks Solutions

By email: bankssolutionsuk@gmail.com

October 1 2026

From:
Peter Law
[redacted]

[redacted]

Dear Charlotte

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

This statement addresses the sudden reclassification of **SHELAA Site 775 (Grange View House, London Road, Albourne)** from an "unsafe" access standing three years ago to a "positive" status requiring only minor amendments in the current District Plan Review evidence.

May I confirm my wish to speak briefly and expand on these physical access constraints during the relevant verbal hearing session (as below) on November 5 2026.

14.00 MM82: Land East of London Road, Albourne (incl MM80) (1 hr 15)

WRITTEN STATEMENT
Submitted by: Cllr Peter Law, [redacted]
In relation to: SHELAA Site 775 – Grange View House, London Road, Albourne

1. Introduction & Context
1.1 This Written Statement is submitted as an individual local resident to assist the Inspector during the Mid Sussex District Plan Review examination hearings

in November 2026. I object strongly to the inclusion, suitability, and sudden re-rating of SHELAA Site 775 (Grange View House, London Road, Albourne).

https://www.midsussex.gov.uk/media/hsybcu2u/appendix-3-site-assessment-proformass.pdf

1.2 The site is promoted for a potential yield of 8 units on 0.32 hectares of land. As a local resident with daily experience of the immediate road network, this statement focuses on the unsound, contradictory, and physically inaccurate evidence base regarding the site's highway access onto London Road (B2118).

2. Matter of Unsoundness: Contradictory Evidence Base on Access

2.1 To be considered 'sound' under paragraph 35 of the National Planning Policy Framework (NPPF), a Local Plan must be justified (based on proportionate, realistic evidence) and effective. The shifting baseline assessment for Site 775 demonstrates a failure to meet these tests.

2.2 **The Historic Assessment:**

In previous Strategic Housing Land Availability Assessment (SHELAA) iterations published by Mid Sussex District Council (MSDC), Site 775 was explicitly flagged with severe access constraints. The formal council documentation originally stated:

"Safe access is not available but potential exists to easily gain access."

The original assessment correctly identified that intensifying this specific point of access was fundamentally unsafe.

2.3 **The Current Assessment:**

Despite no physical improvements to the infrastructure, the Council's updated Site Selection Proforma has suddenly reclassified Access as **"**Positive", dryly noting that *"Access could be gained from London Road"* and implying only minor mitigation or amendments are necessary. This reversal is completely detached from the physical reality of the site.

3. Key Arguments & Evidentiary Flaws

I. Severe Physical Constraints: Single Carriageway & 90-Degree Blind Spot

The Council's assumption that access can be resolved via "minor amendments" completely ignores the physical geometry of the existing track layout:

- **Single-Carriageway Access:** The access road connecting the site to the B2118 is a narrow single carriageway bordered on both sides by private residential land and a steep drop for part of its route on to the B2118. Our address (Clovelly, Hillbrook Ridge) reflects the raised bank on which our houses here are built. The track from the proposed development site does not possess the width to allow two vehicles to safely pass one another. Intensifying this to serve multiple residential units will inevitably lead to vehicles backing out or queuing onto the 40mph-speed limit B-road.

- **90-Degree Blind Spot:** The internal access route to the site features a sharp, 90-degree bend before it meets the B-road. This creates a severe blind spot where drivers exiting the site cannot see oncoming traffic or pedestrians, and inbound drivers cannot see vehicles emerging from the site.

II. Absence of Material Physical Changes to the B-Road
There have been no physical alterations, speed limit reductions, or third-party land acquisitions along the eastern boundary of London Road (B2118) to justify this sudden reclassification. The physical constraints that rendered the entrance "unsafe" three years ago remain fully intact today.

III. Disregard for Localised Risk & NPPF Compliance
The B2118 functions as an arterial corridor bypassing the main village core of Albourne. Forcing residential traffic to navigate a narrow single-carriageway with a 90-degree blind spot to join a 40mph B-road poses an unacceptable risk to highway safety. This directly violates NPPF Paragraph 115, which dictates that development should be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

4. Conclusion & Suggested Action for the Inspector
4.1 The evidence tracking the selection of Site 775 is inconsistent and lacks an objective, verified baseline. The sudden transition from an "unsafe" status to a "positive" status without empirical highway evidence indicates that site selection has been driven by a ‘blind’ bureaucratic need to fulfil housing targets rather than a genuine technical assessment of site safety.

4.2 **Requested Remedy:**
The Inspector is respectfully requested to:

- **Remove Site 775** from the deliverable/developable site list until a comprehensive, independent Development Management-grade Transport Assessment is submitted by the promoter and verified by WSCC Highways.

- Revert the site access status to "Negative" or "Constraint" in accordance with the Council's original, valid safety baseline.