

Submission from

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Green to the Core

Separation

Should the area known as Pond Field be developed, the community would be cut off for access into the existing village by homes to the immediate west in Waites Lane.

Due to the lack of this short cut from the site, and no desire line to the existing village, the development would be majorly severed from the existing community. I would like to draw on the many detrimental results that this would have. This is not good practice, as this lack of permeability will doubtless cause a feeling of isolation for any new resident.

Anyone from the new community who wanted to visit any part of the existing village and other village facilities would be faced with a perilous walk along a country road just to get to the entrance of the village via Waites Lane.

Along the first section of the walk once leaving the development there are currently no good walking or pavement cycling routes. The current footways are staggered along the length of Pett Level Road and would therefore require pedestrians to zigzag along the road, extending the length of a DDA compliant route. The narrow footways make it impossible for people with prams and mobility scooters to pass one another safely, they would be forced into a dangerous road

To get to the village centre and other amenities I have estimated that a walk from the heart of the development, one would be faced with at least an 850 metre walk to the closest facility, this being the Village Hall.

One could well imagine that new residents would want to visit the Village Hall for many reasons, such as meetings, fetes, prescription collections, voting in elections, the list would go on.

Should anyone want to visit the recreation ground, this is a site of many village activities that are held here throughout the year, this walk would be in excess of 1.5km

This lack of connectivity would effectively separate the new development from being a part of village life. Fairlight is poorly served by buses, and it is unsure that the current service would even visit the new site.

This absence of decent permeability and connectivity would effectively separate the new development from being a part of village life. Unless reasonable steps to provide access for disabled and older people is considered, this barrier for new

residents to get safely into the village would be detrimental to building an inclusive village and more likely give rise to a feeling of inequality, negative mood, and a feeling of denied access to village resources to new residents. This lack of permeability will doubtless cause a feeling of isolation for new residents.

All these and many other factors would most certainly lead to an "us and them" attitude.

Our village is very inclusive of all its residents, and I fail to see how it would be possible to reach out to these new occupants, this will breed a contempt I fear with the new villager's

Alternative means of village access

The only safe way this journey could be achieved would be by car due to the long route that would need to be taken.

As previously mentioned, Fairlight is served by limited public transport. Buses do run from Rye to Hastings through the village, but these are only hourly and at weekends they are every two hours. With fear of repeating myself I will respectfully let you draw your own conclusions as to what this will do to current traffic movement numbers.

Recent road closures in the area meant that the bus route did not serve Fairlight, further closures are expected in the future and again our bus service will suffer. I wonder what this would mean in the future for any new children trying to get to and from school.

Your Green to the Core ethos would suggest that we should be trying to reduce the reliance of motor vehicles and be promoting more sustainable forms of transport, especially as the current road infrastructure is not sufficient to deal with current traffic loads.

Many keen cyclists enjoy the country roads and ride daily, but it is with extreme caution that they take these rides as motor car use is already very high and these narrow roads are not conducive to safe riding especially in the winter months.

One can only imagine what would happen if this site was to be allocated within the plan. All the new residents would arrive with cars, possibly two per family, maybe more. This burden of additional traffic movements at "rush hour" could mean that cycling would probably be curtailed, if not stopped, I fear the risk would be too high for people to take the chance to carry on cycling.

Many residents enjoy walking our local country lanes, relishing the fresh air and scenery, but again as stated previously, it's local road users who have yet to reduce their reliance on motor vehicles that makes these strolls a risky one. More vehicles will only add to this risk and daily exercise would be too dangerous to take on. This would, in the long run, as I am sure you would understand, affect their physical and mental health. It seems a shame that living so close to the AONB that we may not get to enjoy it as much as we should be able to do so.

We all know that walking is good for many reasons and not just limited to general health and mental health, I would like to suggest that this route would not be conducive as an enjoyable stroll along a country road.

Measures to improve village access

Any attempts to make the walk a safer one by the introduction of wider footways and crossing points would result in a "suburbanisation" that would not be in keeping with the current rural feel of the Pett Level Road and the village and would remove a high proportion of the green belt. This is not Green to the Core.

A recent application to attempt to widen this area by way of the reduction of existing hedgerows was refused by Rother Council on the grounds of *“while the need for improvement for highway safety is acknowledged, the proposed development by virtue of the extent of excavation to the bank and the erection of the fence would result in an overly open expanse and a visually “hard-edge” to the highway, out of character and harmful to the rural appearance of the locality and contrary to the objectives of policy”*

The introduction of stark measures to create formalised crossing points, ugly widened footways, lay-bys for bus stops and widened junctions would result in a loss of beautiful countryside to make way for a street environment more in keeping with a busy town centre will be described by many as legalised vandalism.

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