

Planning Appeal Ref. APP/C1435/W/23/3335625
Planning Objection – Proposed Development – WD/2022/3222/MAO
Land South of A271 Lower Horsebridge

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Our objection to the proposed development is based on, but not exclusive, to the following which directly impact on ourselves and our property. Comments and objections are qualified and supported by my background as a [REDACTED]

[REDACTED]. -

(We have tried not to dwell on the points that others have already raised objections on, but wholeheartedly support the facts and details behind them.)

1. Flood risk, incorrect FRA detail and dangers and changes to the water table.
 2. The overbearance of the development & proposed building heights contrary to the Hellingly Local Development Plan (Feb 2021)
 3. Insufficient consultation of the overall impact to those closest to the site.
 4. Previous planning refusals with less impact.
 5. Increased traffic dangers.
 6. Increased air & noise pollution.
 7. Right to light.
 8. Ecological omissions from the inadequate and restricted study report.
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1. Most Hellingly & Lower Horsebridge residents are aware that the flood risk assessment of 1 in 1000yr/event shown in the FRA and on submitted plans are incorrect. We are at that level now, on a regular basis. This view is based on flooding levels over the last 3 years with current high water level marks / tidelines being clearly visible well into the proposed site (and my own 60-year career as a Water Management Engineer). As such, and supported by the CPRE in their report, the proposed surface water run-off attenuation proposed will not work. At the Developer's presentation on 24/02/23 their intention was surprisingly given to their intention to raise the existing ground levels for the construction, which is also going against the Environment Agency's planning report for the flood plain.
 2. Three storey construction is proposed to the frontage of the site facing the A271 and the A22 'to act as a noise bund'. The overbearance this will produce is against the current Hellingly Local Development Plan where only two-storey development is permitted. Current properties on the north side of the A271 currently with clear vistas (also supported in the HLDP), will be

towered over by up to 6 metres above their existing ridge levels, with loss of privacy to front bedrooms and overshadowed considerably. At the Developer's presentation on 24/02/23 the replacement of flats with an Aldi or Lidl commercial store / warehouse does little to alter the overbearing effect of the proposed development (especially considering the raised ground levels in 1. Above).

3. Insufficient consultation time was given for residents to consider and respond, particularly those between the Boship roundabout and B2104 with letters dated October 2022 (sent to North Hailsham) dropping on doormats in early February 2023 following a direct complaint to WDC when the proposal was fortunately spotted on Social Media websites.
4. Previous planning proposals along the A271 Lower Horsebridge, with far less impact, have been refused since 1999 up to 2019 on the grounds of traffic issues, speed, congestion, and new entrances causing additional vehicle movements affecting traffic flows and risk of accidents on the A271 – traffic and speeds have increased massively since then. Rural vista removal and open recreational spaces protection were also cited as reasons against, which the Hellingly Local Development Plan quite rightly supports.
5. (As in 4 above) Traffic levels and congestion have exponentially increased at the western end of the A271 in recent years with congestion and vehicle incidents (some at high speed), accidents, a fatality and numerous near misses which the development will significantly increase the risk of. Surely if the decision to approve the development is made this raises the question of corporate responsibility for any future fatalities or life changing events. It is also worth noting that the increase in heavy construction traffic for other developments across the town has increased the frequency of vibration and highway damage. Indeed our own property, on the A271 has experienced incidents of ground-shake on many occasions.
6. Increased air & noise pollution – air pollution studies for the proposed development have been based on recordings to the west not east of the Boship roundabout. Stationary traffic approaching the Boship from the A271 at weekends and other peak weekday times cause significant congestion and pollution which will only increase with the proposed development. The proposal to build 3-storey flats adjacent to the A271 will further create a tunnel/ channelling effect preventing fumes from dissipating. That same effect will cause noise reverberation to the existing north side properties and add to the present building vibrations caused by HGV's.
7. The 'Right to Light Act' – properties on the north side of the A271 (as in 2. above) will suffer from loss of natural light due to the overbearance of the 3-storey flats or commercial building as well as the loss of the vista maintained for these properties for well over 150 years and longer in some cases.
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8. Ecology - it is the Developer's intention to remove over 200 metres of ancient hedgerow as part of the groundworks to open-up the site. It goes without saying that this act, no matter which season carried out in, is unbelievable and either in complete ignorance or total

contempt for the reports submitted by the relevant consultees. In addition, their own reports, some with incorrect and unsubstantiated information, also omit to mention the huge amount of wildlife present, on and using the site which is something that can be substantiated by residents and others. Rushed surveys are only a snapshot in time and do not represent the true ecological nature of the land. We are talking, deer, badgers, otters, grass snakes, birds of prey including (reintroduced into Sussex) Kites as well as many other species on this last remaining green buffer space West of Hailsham which provides the rural feel of the area to those approaching the town. Surely, to approve this development would mean prevention of any Bio Diversity Net Gain and damage to the Blue Green Infrastructure identified in Policies HNDP4 and HNDP5 of the Hellingly Neighbourhood Development Plan 2021.

Yours sincerely,

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