

Objecting to RDC's Local DaSA plan for 2020 – 2040

The detrimental effect on the A259 Barnhorn Road, Sewage System and the Pevensey Levels.

**BEX0050 (340 dwellings) BEX0159 (250 dwellings) BEX0182 (25 dwellings)
all with access onto Barnhorn Road north**

We are residents of Rother and live at 77 Barnhorn Road, TN394QU

We object to the inclusion of Site BEX0050 in the Draft RDC Plan as a potential site for development for the following reasons.

Access to main roads. This site at present has no agreed road link to the A 259.

It would appear that there is no new suitable vehicle access point into the proposed BEX0050 site

National Highways have previously stated that an additional 160 houses are the limit for the proposed new entrance onto Barnhorn Road, (located between no's 73 and 77 Barnhorn Road), without significant alterations being made to the entrance. This would involve purchasing additional land/property. They have also stated that no additional vehicles should use this access/egress point without incurring a fundamental review on the impacts on the A259 trunk road.

Adding an additional c 340 dwellings onto this access point is totally unacceptable. It would result in a permanent queue on the new access road. This would cause unacceptable noise, light and air pollution to residents adjacent to the access road, namely no's 73 and 77 Barnhorn Road.

Persimmon are already struggling to provide details of an entrance for the Spindlewood Drive development onto Barnhorn Road, that is acceptable to Highways, which only uses their and Highways land. The plans submitted cannot be constructed on land they jointly own and they are constantly trying to land grab our land and that of our neighbours both on the south and north side of Barnhorn Road.

The combined number of dwellings of the Spindlewood Drive and BEX0050 development would be c500. This is far in excess of the size of the Rosewood Park development, which required a new set of traffic lights. I have previously been advised by David Bowie from Highways that it would not be possible to have two sets of lights within some 500 metres of each other.

Without an acceptable entrance to the West of BEX0050, residents would need to travel through the estate to either the Barnhorn Road or the Meads Road entrance, (depending on their direction of travel), in order to exit the estate. The amount of traffic involved is totally unacceptable for either entrance.

The A259 currently experiences a lot of congestion and more local traffic would increase this further to an unacceptable level. We are yet to see the impact of Spindlewood Drive, Ashridge and Clavering Walk Developments.

The cumulative effect of all the many developments along the A259 is causing much congestion already. There should not be further developments until a bypass has been built.

A development south of Barnhorn Rd would not improve or provide an enhanced cycle route into Little common. Cycle lanes do not link up or continue far enough, this has been confirmed by Planning inspectors

Lack of suitable Infrastructure

Suitable infrastructure needs to be in place BEFORE any new developments proceed. Despite RDC making comments to this effect we know that this is not the case. The current infrastructure is already inadequate. A classic case in point is the size of the 9" sewer pipe (c1950) running along Barnhorn Road that is deemed inadequate even by Southern Water (admitted via a recent Freedom of Information request).

How is it possible for a proposed development the size of BEX0050 – c340 dwellings to be connected to this pipe without very serious environmental damage? The same would apply, of course, to the proposed new development off Rosewood Park BEX0159 and Coneyburrow BEX0182. This was the case prior to the Rosewood Park development being built and nothing has happened. Spindlewood Drive, Ashridge and Clavering Walk Developments are also due to be connected, once built. I dread to think what the impact will be.

We are all aware of sewage being pumped into the sea and of gardens flooding with sewage. It is just not possible to continue to build without the infrastructure being put in place beforehand. The current wastewater facilities are being pushed to capacity. They cope with average conditions but fail frequently.

Similarly, we are all aware of the lack of GPs in our area so how will adding at least an additional 680 or so new dwellings (combined BEX0050 and BEX0159) be catered for. Alongside Spindlewood Drive, Ashridge and Clavering Walk Developments C250.

There are also problems with suitable school places in and around Little Common and Bexhill.

Will there be sufficient clean water supplies available from SE Water?

Threat to the Pevensey Levels

BEX0050 shares the same level of concern as the Spindlewood and Clavering Walk developments in that the site is very close to the Levels and must therefore take mitigating measures to ensure that no harm can befall the Levels *in perpetuity*. Both Spindlewood and Clavering Walk developers are struggling to achieve this.

This spring 2024, we have seen, heard and recorded a Nightingale which has nested in these fields for the first time since 2013. The Nightingale is on the RSPB's red list of endangered birds

and is scarce in the UK. The Nightingale needs open scrub land and the loss of this habitat reduces the chance of this species' survival.

Every spring we always hear a Cuckoo, a bird that does not populate all parts of East Sussex. Like the Nightingale the Cuckoo likes dense scrubland and is also on the RSPB Red list.

Listed buildings This site contains two ancient barns typical to the Bexhill area. They are grade II listed buildings and need to be preserved. They have already been allowed to fall into disrepair with one almost falling down. Photos attached which show the roof falling in and the front falling forward.



Foot paths There are several ancient footpaths in this area which need to be preserved. The loss of access to the countryside and public footpaths reduces the quality of life of Rother's residence and tourists. From these foot paths there are magnificent views of the countryside leading down to the sea.

Flooding This area includes land that is in risk of flooding. Also, it acts as a sponge which absorbs and holds water reducing the risk of flooding in lower ground on the Pevensey levels (Hydrological Catchment).

In heavy rain the ground south of Barnhorn Road can partially act like a sponge and can soak up water. If it were built on, without this sponge like action, it would increase the risk of flooding in other parts of the Pevensey levels.

If it is developed into a housing development it would cause greater risk of flooding on the Pevensey levels below. Many of the houses in Barnhorn Road have had grass banks constructed at the ends of their gardens. These are to protect our gardens against flooding. The fields South of Barnhorn Road are at risk of flooding.

Granting permission for further developments would build on the damage that has already been caused to this area, and cause devastating damage to the Pevensey levels.

Recent Government statements on the need for increased housing provision state also that it should only be considered if the required infrastructure is available or to be provided. The infrastructure is simply not there.

We totally oppose development on BEX0050 as such a development would cause traffic on the A259 to come to a standstill, has no safe access to the A259 and the infrastructure is not there to accommodate it. Namely, sewage, schools, doctors, road network etc. Any development next to the Pevensey Levels should not be allowed because of the potential for irreversible damage to the habitat. Pevensey levels must be protected in perpetuity.

Whilst most of our comments relate to BEX0050 we also object to BEX0159 & BEX0182 and our comments relating to Lack of infrastructure and congestion on the A259 also refer to these.

Further development on either side of Barnhorn Road would be totally unacceptable and detrimental to all users and residents. This cannot be justified without prior investment on the infrastructure.

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