

Examination of the Rother District Council DaSA Local Plan

Policies BEX 9 and BEX 10 (RDC ref: RR/2017/1705)

Supplementary statement: the cumulative effect of developments off Barnhorn Road on traffic through and air pollution in Little Common

The effect on the A259 Barnhorn Road traffic from the Rosewood Park development (342 houses + 72 bed Care Home), from the next-to-Ashridge Court development (31 houses) and from a proposed Spindlewood development (BEX 9 - 160 houses) has in each case been considered by Rother District Council and Highways England in isolation.

In its recent submission to the DaSA plan consultation, Highways England has now recognised that these developments off Barnhorn Road will have a cumulative and potentially detrimental effect on traffic. Once the traffic lights for Rosewood Park, a short distance from a proposed access road for BEX 9, become operational, queues will build up on either side of the lights. The Rosewood Park development is in its early stages and the traffic lights are not yet operational and the next-to-Ashridge court development has not started, yet there are long eastward queues towards Little Common roundabout at peak times. Once the Rosewood Park traffic lights are operational, it is estimated that the peak westward queue to the traffic lights would be 150m long, the peak eastward queue would be even longer than the up to 1 mile queue which is currently a frequent occurrence.

In spite of requests to Rother District Council for pollution levels to be measured on Barnhorn Road and at Little Common roundabout, measurements have not been undertaken for financial reasons. However, the increased level of black particles deposited on cleaned cars parked on driveways overnight is visible evidence that pollution along Barnhorn Road is considerable. These deposits come from vehicle tyres, brakes and exhausts; what cannot be seen are the minute particulates (PM₁₀ and PM_{2.5}) and gases which are in the air and inhaled by residents, pedestrians and road users. Any increase in the slow-moving traffic along Barnhorn Road and in Little Common from vehicles travelling to and from a BEX 9 development would increase the considerable danger to health caused by traffic pollution.

On traffic pollution grounds, BEX 9 must be removed from the DaSA plan and any development of BEX 10 should only be allowed if it will not increase the traffic along Barnhorn Road.

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