

Angela Foster

067/81

From: Verity Dachtler
Sent: 14 May 2018 18:37
To: TRANSPORTANDWORKSACT
Subject: Rother Valley Railway - Objection

Hello.

My husband and I are residents of Robertsbridge and wish to object to the proposed extension to the Rother Valley Railway line.

Our details are as follows:- Colin and Verity Dachtler,

The proposal involves establishing 2 (if not 3) level crossings, one on the road into Robertsbridge off the A21 and one on the A21 itself. This will inevitably cause an appalling build-up of traffic on roads which are utterly ill-equipped to deal with it. The road into Robertsbridge and the High Street itself are both narrow and already congested - one car has always to give way to any traffic coming in the opposite direction up or down the High Street - and increased tourist traffic will make this road virtually unnavigable. And the proposal to put a level crossing onto the A21 is simply irresponsible - it is already a highly dangerous road and various points on it where the flow of traffic is restricted, for example at Flimwell, amply demonstrate the chaos and delay that ensue: to add a further impediment is just foolhardy.

Furthermore Robertsbridge itself is not equipped to absorb large numbers of tourists. Its infrastructure is too limited - parking facilities are already under-resourced so where more tourists would park is a mystery. Its retail core is small and lacks shops to deal with an increased number of tourists - for example there is only one coffee shop! More importantly, the Salehurst and Robertsbridge Neighbourhood Plan has been approved to go to Referendum: this contains plans for significant residential and some mixed use development including the Hodson Mill Site which is very close to the A21 (indeed vehicular access to the A21 in the event of flooding is a condition of this development because Northbridge Street is in a Level 3 flood zone) - these developments will of themselves impose a considerable strain on the Robertsbridge infrastructure without additional tourist congestion.

We make no comment on the environmental impact of the proposal because we are not qualified to do so although we imagine that the issue of flooding generally demands detailed scrutiny. But any negative impact on the environment must be avoided as a basic principle.

In short, we object to this proposal and should be grateful if this could be recorded accordingly.

Regards.

Colin and Verity Dachtler

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