



Rule 10(2) (d)

TRANSPORT & WORKS ACT 1992

Transport & Works (Applications & Objections Procedure)

(England & Wales) Rules 2006

Rother Valley Railway (Bodiam to Robertsbridge Junction) Order

REPORT ON CONSULTATION

March 2018

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1. INTRODUCTION AND CONTEXT

1.1 The former railway line between Robertsbridge and Tenterden was closed in 1961. Much of the line remained in place for many years and in 1974 a stretch between Tenterton and Rolvenden was re-opened as the Kent and East Sussex Railway. (KESR). The line was further reinstated to Bodiam (where the National Trust has Bodiam Castle), in 2000, and KESR has become a successful heritage railway.

1.2 There has always been an aspiration within KESR to reinstate the original line through to Robertsbridge (where a connection to the main line would be possible) and a separate company, Rother Valley Railway Ltd (RVR), was formed in 1991 to bring this forward.

1.3 After the original line was closed, the railway corridor was sold to local people and farmers. This being so, RVR entered into long and complex negotiations with relevant landowners with a view to acquiring land or rights over land for the purposes of re-instating the line to Robertsbridge. Land was acquired at the Bodiam and Robertsbridge ends of the line, allowing some track to be laid, but leaving a gap between Junction Road in Udiam and Northbridge Street in Robertsbridge. Reinstatement work to date (described further below) has been undertaken mainly by volunteers with inputs from professional consultants where necessary, and has been financed entirely by voluntary contributions with no call on the public purse.

1.4 When, in 2004, following public consultation, the comprehensive District Development Plan was drawn up by Rother District Council(RDC), it included the reinstatement of Rother Valley Railway (RVR), subject to three criteria. The Local Plan (2006) saved policy relevant to the reinstatement of the Rother Valley Railway is EM-8 –Bodiam/Robertsbridge railway. It provides as follows:

Policy EM8:

An extension to the Kent and East Sussex Steam Railway from Bodiam to Robertsbridge, along the route identified on the Proposals Map, will be supported, subject to a proposal meeting the following criteria:

1. *It must not compromise the integrity of the floodplain and the flood protection measures at Robertsbridge;*
2. *It has an acceptable impact on the High Weald Area of*

- Outstanding Natural Beauty;*
3. *It incorporates appropriate arrangements for crossing the A21, B2244 at Udiam, Northbridge Street and the river Rother.*

The overall plan was subjected to a Public Inquiry. In paragraph 45 of the Inspectors report, he recommended retention of the policy of support to the railway as it would have significant benefits for tourism and sustainable travel. The reinstatement is covered in detail on pages 914 and 915 of the report and states:- *“Were the landowners to remain apposed to the scheme, the Council could consider whether it wished to seek the use of compulsory powers”* (to aquire the necessary land). (Available on RDC website)

1.5 Over the course of a number of years, planning permission has been obtained for the re-instatement of the railway between Bodiam and Junction Road (permission RR/94/1184/9 in 1994), from Robertsbridge to Northbridge Street (RR/2005/836/P in 2005), for extension through Udiam Farm to Junction Road (RR 2009/114P in 2009), and Robertsbridge Junction Station, (RR/2012/1357/P in 2012). Re-construction of the railway within those sections has now been completed and the station construction is ongoing. The connection to Network Rail was completed in late 2016, and formally opened by Sir Peter Hendry, Chairman of Network Rail in December 2016. The new Robertsbridge Junction Station Platform and the first phase of main station building was formally opened by the local MP, Huw Merriman, on 25 August 2017.

1.6 Following very extensive consultation over a period of 6 years (including detailed discussions with all the relevant statutory bodies and the local planning authority, as well as extensive surveys, designs and modelling), planning permission for the remaining 3.6km stretch between Udiam and Robertsbridge was unanimously approved by the Rother District Planning Committee on 17 March 2017 (RR/2014/1608/P).

1.7 The planning permission provides consent for the development itself. The proposed Transport & Works Act Order (TWAO), the subject of this application, would provide statutory authority for the railway as a whole and would, in particular, authorise the crossing of the public highway. Importantly, it would also authorise the acquisition of land and rights over land and the temporary use of land in connection with the railway, in case it is not possible to acquire the necessary land interests by agreement. It would also include a power to

enter on land for the purposes of carrying out surveys and investigations. The completion of the railway's missing link will enable the extension of KESR train services to Robertsbridge Junction Station and so provide a direct passenger interchange facility with the mainline railway network, enabling users to gain access to various local heritage attractions from Robertsbridge to Tenterden - the most notable being Bodiam Castle - without travelling by car.

2. DESCRIPTION OF THE PROPOSED SCHEME

2.1 The proposed TWAO would authorise approximately 4.3km of single track railway line on the alignment of the former railway between Station Road, Robertsbridge and the limit of Kent and East Sussex Railway at Bodiam, following the route of the original railway. This "missing link" passes through land mainly utilised for grazing with some sections of arable farming south of Salehurst.

2.2 The railway would cross three roads, Northbridge Street in Robertsbridge, the A21, and Junction Road (B2244) and a bridleway. One footpath would be diverted under the railway. A new halt would serve the village of Salehurst.

2.3 The TWAO would authorise the principle of the level crossings over the public highway, but would leave the detailed arrangements to be worked up with the relevant authorities (the Office of Road and Rail, Highways England and East Sussex County Council).

2.4 Robertsbridge is a Medieval village with a population of around 2,700. It is on the main railway line between Hastings and London and has a regular service by South East Trains. The railway would link the historic town of Tenterden to the national rail network at Robertsbridge.

3. PRE APPLICATION CONSULTATION PROCESS

Stakeholder consultation

3.1 RVR has consulted thoroughly on the proposed Order scheme, both as part of the planning process and in anticipation of the application for TWAO. Appendix 1 provides details of those statutory consultees listed in Schedules 5 and 6 to the Transport & Works (Applications & Objections Procedure)(England & Wales) Rules 2006 whilst Appendix 2 provides details of consultation with key stakeholders including public bodies, local authorities, Members of Parliament and of the House of Lords, local public transport operators, statutory utilities, and businesses, other local organisations and landowners. The comprehensive process commenced over 6 years ago with presentations to the 3 adjacent Parish Councils. (Robertsbridge & Salehurst, Bodiam and Ewhurst Parish Council). Over the last three years, there have been presentations to Rother District Council, senior officials at East Sussex County Council and updated presentations to the Parish Councils.

3.2 RVR has met with the constituency MP (initially Greg Barker and now Huw Merriman), MPs from adjacent constituencies and prospective candidates from all parties standing for Parliament in the local area, and has given them detailed presentations and site visits. (Copy letter of support from Huw Merriman MP is provided at Appendix 3).

3.2 Presentations have been made to the Robertsbridge Enterprise Group, Hasting Business Forum and to numerous societies and school groups. (See Appendix 15).

3.3 RVR has consulted particularly closely with key stakeholders, in particular Rother District Council, East Sussex County Council, the Environment Agency and Highways England, as detailed designs for the scheme have been worked up. It has addressed a wide range of issues raised by the authorities, especially relating to the crossings of the highway and to safeguard flood protection for Robertsbridge and local ecology. This has involved the use of leading UK consultants to undertake detailed reports on the proposed level crossings (Mott MacDonald & Arup), ecological and environmental surveys and flood modelling (Temple Ltd and Capita), and economic and social studies (Manchester Metropolitan University and Stear, Davis and Gleave). RVR has been supported and advised throughout the process by Winckworth Sherwood LLP, solicitors and Parliamentary Agents.

3.4 Letters of support from East Sussex County Council, Kent County Council, Rother District Council and Ashford Borough Council (who cover Tenterden and the East end of the line) are included in the appendices.

3.5 RVR has also worked closely with Network Rail (NR) in developing the new terminus at Robertsbridge Junction Station and completed a joint project with NR to connect RVR to the mainline in December 2016. This allows NR to place equipment on the RVR tracks in preparation for possessions on the main line, and to utilise RVR track for testing and trialing equipment and for staff development and training. (A copy of NR's letter of support can be found at Appendix 4).

3.6 RVR has also liaised closely with the National Trust, tourism agencies and local hoteliers and business people. Copies of letters of support from the President of the National Trust and Chair of 1066 Country are attached at Appendices 5 and 6.

Landowner consultation

3.7 RVR has been in discussion with relevant landowners for over 10 years and has now successfully negotiated all the land comprising the former railway corridor with the exception of land belonging to 2 land owners. RVR has sought to engage with these landowners, and cordial meetings with them have taken place on numerous occasions in recent years. RVR appreciates the sensitivities of the landowners concerned and has sought to understand how it might best reduce or mitigate the impact of its proposals on their land-holdings and operations. RVR will continue to seek to obtain the necessary land by negotiation.

Public consultation

There have been over 15 public meetings at different locations, with information about project and extensive question and answer sessions. (Details in Appendix 16.) In addition to the public meetings and events described above, RVR has, over a period of 3 years, provided three circulars and letters with the details to every house and business in Robertsbridge and Salehurst, the most recent being in respect of the TWAO in May 2017. (A copy of which is appended to this report at Appendix 7).

4. RESPONSES TO CONSULTATION

4.2 In anticipation of the TWA draft submission, RVR sought planning permission from Rother District Council (RDC) for the reinstatement of the railway. One hundred and eighty one letters of support were received by RDC and seventy nine letters of objection. (These are all available on the RDC Planning website ref RR/2014/1608/P.) Since Planning Approval in March 2017, RVR has again contacted stakeholders and statutory consultees to advise them of the proposed application for TWAO together with local residents and other interested parties. (A copy of RVR's consultation letter dated 28 May 2017 is at Appendix 8).

4.3 Highways England (HE) did not object to the Planning Application, but requested a number of conditions which are included as part of the Planning Approval.

4.4 RVR's discussions with the Environment Agency (EA) were complex, because the route of the railway crosses the flood plain of the river Rother, and the adjacent village of Robertsbridge benefits from a flood protection scheme that was constructed on behalf of the Environment Agency in 2008. RVR's consultants, Capita, undertook a wide range of flood modelling, working closely with the EA, as designs for the proposed scheme were developed. Agreement in principle was eventually reached on a design that would have no significant effect on flood levels as a result of which the EA did not object to the planning application, subject to a number of planning conditions.

4.5 An Environmental Statement (ES), has been prepared, which reports the environmental impact assessment carried out in respect of the proposed scheme. This was undertaken by Temple Ltd and its preparation involved detailed discussions and meetings with both the EA and the East Sussex County Council (ESCC) Ecologist. The original ES has since been supplemented by Addendums, most recently in October 2017.

4.6 Benefits of the Project have been considered in great detail and discussed with interested parties.

4.7 Letters were sent in early January 2018 to all the relevant bodies in Schedules 5 and 6 to the Applications Rules who are entitled to notice of the TWAO (inviting any questions they might have on the Order or the process. Two responses were received, one from the new representative of the British Horse Society (who hadn't seen previous correspondence), and a second from a utility company enquiring when any work would start and confirming its assistance as necessary. All the background information has been re-provided to the British Horse Society.

5.1 Conclusion

The proposed reinstatement of the railway between Bodiam and Robertsbridge has been part of the local plan since 2004, and has been the subject of extensive consultation in the local area, both with the general public and key stakeholders, including the local authority, landowners and relevant statutory bodies. Consultees were asked for their feedback on the proposed scheme, the subject of the TWAO application, and RVR offered to answer questions on the proposed scheme and to seek to resolve any issues or concerns arising from those responses.

Appendix 1

Table of Schedule 5 and 6 consultees

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006/1466

Consultation Appendix 1 Schedule 5

THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

<i>Authority sought for—</i>	<i>Documents to be deposited with—</i>	<i>Party to be served and consulted</i>
1. Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.	<p>1. The Crown Estate Commissioners; the Trinity House; the appropriate agency; the Secretary of State for Environment, Food and Rural Affairs, the Secretary of State for Transport (marked “for the attention of the Maritime and Coastguard Agency”); and, for works—</p> <p>(a) in or adjacent to Wales, the National Assembly for Wales;</p> <p>(b) in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and</p> <p>(c) in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.</p>	Not applicable
2. Works affecting the banks or the bed of, or the subsoil beneath, a river.	2. The appropriate agency and any relevant operator.	Environment agency and Romney Marsh Area Internal Drainage Board
3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the Canal & River Trust or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	3. The Canal & River Trust, the Inland Waterways Association, the National Association of Boat Owners and the appropriate agency.	Not applicable

<i>Authority sought for—</i>	<i>Documents to be deposited with—</i>	<i>Party to be served and consulted</i>
4. Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the Canal & River Trust or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	4. Any relevant operator, the appropriate agency, the Inland Waterways Association and the National Association of Boat Owners.	Not applicable
5. Works causing or likely to cause an obstruction to the passage of fish in a river.	5. The appropriate agency and, for works— (a) in England, the Secretary of State for Environment, Food and Rural Affairs ; and (b) in Wales, the National Assembly for Wales	Environment Agency and Secretary of State for Environment, Food and Rural Affairs
6. Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.	6. The appropriate agency.	Not applicable
7. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	7. The relevant harbour authority and the relevant navigation authority (if different).	Not applicable
8. Works affecting a site protected under the Protection of Wrecks Act 1973.	8. For works— (a) in or adjacent to England, the Secretary of State for Culture, Media and Sport; and (b) in or adjacent to Wales, the National Assembly for Wales.	Not applicable
9. Works affecting, or involving the stopping- up or diversion of, a street, or affecting a proposed highway.	9. The relevant highway authority or, where the street is not a highway maintainable at the public expense, the street managers.	Highways England East Sussex County Council

<i>Authority sought for—</i>	<i>Documents to be deposited with—</i>	<i>Party to be served and consulted</i>
<p>10. The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.</p>	<p>10. Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists' Touring Club</p>	<p>Salehurst and Robertsbridge Parish Council</p> <p>Auto-Cycle Union</p> <p>British Horse Society</p> <p>Byways and Bridleways Trust</p> <p>Open Spaces Society</p> <p>Ramblers' Association</p> <p>British Driving Society</p> <p>Cyclists' Touring Club</p>

<i>Authority sought for—</i>	<i>Documents to be deposited with—</i>	<i>Party to be served and consulted</i>
11. The construction of a transport system involving the placing of equipment in or over a street.	11. The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Highways England East Sussex County Council
12. Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	12. The relevant statutory undertaker.	UK Power Networks SGN South East Water British Telecom Southern Water Romney Marsh Internal Drainage Board
13. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	13. The Coal Authority.	Not applicable
14. Works affecting: (i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990; (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or (iii) any archaeological site	14. (i), (ii) and (iii). For works— (a) in or adjacent to England, the Historic Buildings and Monuments Commission for England; and (b) in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	Not applicable
15. Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	15. (i) and (ii). For works— (a) in England, the Historic Buildings and Monuments Commission for England; and (b) in Wales, the National Assembly for Wales.	Historic England

<i>Authority sought for—</i>	<i>Documents to be deposited with—</i>	<i>Party to be served and consulted</i>
16. Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953	16. For works— (a) in England, the Historic Buildings and Monuments Commission for England; and (b) in Wales, the National Assembly for Wales.	Not applicable
17. Works affecting: (i) a site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981 (ii) an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii) land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act	17. (ii) and (iii). For works— a) in or adjacent to England, English Nature; and (b) in or adjacent to Wales, the Natural Resources Body for Wales.	Not applicable
18. Works affecting a National Park or an Area of Outstanding Natural Beauty	18. For works— (a) in England, the Countryside Agency; and (b) in Wales, the Natural Resources Body for Wales.	English Nature

<i>Authority sought for—</i>	<i>Documents to be deposited with—</i>	<i>Party to be served and consulted</i>
19. Works which are either: (i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	19. The Secretary of State for Culture, Media and Sport.	Not applicable
20. Works which are within 250 metres of land which: (i) is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste ; or (ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.	20. The appropriate agency.	Not applicable
21. The carrying-out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990.	21. The hazardous substances authority as defined in that Act, the Health and Safety Executive and, where the operation requiring hazardous substances consent is to take place on a nuclear site (within the meaning given in section 112(1) of the Energy Act 2013), the Office for Nuclear Regulation..	Not applicable
21A. A relevant project as defined in regulation 26(5) of the Planning (Hazardous Substances) Regulations 2015.	21A. The COMAH competent authority as defined in regulation 2(1) of those Regulations.	Not applicable

<i>Authority sought for—</i>	<i>Documents to be deposited with—</i>	<i>Party to be served and consulted</i>
<p>22. Works not in accordance with a development plan and which either—</p> <p>(i) involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate)</p> <p>(ii) taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.</p>	<p>22. (i) and (ii). For works—</p> <p>(a) in England, the Secretary of State for Environment, Food and Rural Affairs; and</p> <p>(b) in Wales, the National Assembly for Wales.</p>	Not applicable
<p>23 (i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or</p> <p>(ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway.</p>	<p>23. The Passengers' Council</p> <p>or the London Transport Users' Committee</p> <p>as the case may require</p>	Transport Focus
<p>24. Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.</p>	<p>24. Her Majesty's Railway Inspectorate.</p>	ORR
<p>25. Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.</p>	<p>25. The Office of Rail and Road</p>	ORR
<p>26. The right for a person providing transport services to use a transport system belonging to another.</p>	<p>26. The operator of the relevant transport system.</p>	Not applicable

<i>Authority sought for—</i>	<i>Documents to be deposited with—</i>	<i>Party to be served and consulted</i>
27. Works affecting land in which there is a Crown interest.	27. The appropriate authority for the land, within the meaning of section 25(3).	Not applicable
28. Works to be carried out in Greater London.	28. The Mayor of London.	Not applicable

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006/1466

Schedule 6

THOSE TO BE SERVED WITH NOTICE OF APPLICATION

<i>Authority sought for—</i>	<i>Those to be served—</i>	<i>Party to be served and consulted</i>
1. Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).	1. For works— (a) in or adjacent to England, English Nature; and (b) in or adjacent to Wales, the Natural Resources Body for Wales;	Not applicable
2. Works affecting the banks or the bed of, or the subsoil beneath, a river.	2. The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a) in England, English Nature; and (b) in Wales, the Natural Resources Body for Wales	The Crown Estate Commissioners English Nature

<i>Authority sought for—</i>	<i>Those to be served—</i>	<i>Party to be served and consulted</i>
<p>3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.</p>	<p>3. Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works—</p> <p>(a) in England, English Nature; and</p> <p>(b) in Wales, the Natural Resources Body for Wales</p>	<p>Not applicable</p>
<p>4. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.</p>	<p>4. The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway.</p>	<p>Not applicable</p>
<p>5. Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.</p>	<p>5. The appropriate agency</p>	<p>Environment Agency</p>

<i>Authority sought for—</i>	<i>Those to be served—</i>	<i>Party to be served and consulted</i>
6. Works likely to affect the volume or character of traffic entering or leaving— (i) a special road or trunk road; (ii) any other classified road.	(i) For works— (a) in England, the relevant highway authority; and (b) in Wales, the National Assembly for Wales. (ii) The relevant highway authority.	Not applicable
7. The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	7. Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	Not applicable
8. Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976.	8. The Theatres Trust.	Not applicable
9. The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	9. The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	Not applicable
10. The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981).	10. The Church Commissioners.	Not applicable

<i>Authority sought for—</i>	<i>Those to be served—</i>	<i>Party to be served and consulted</i>
11. Works in Greater London or a metropolitan county.	11. The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004 and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	Not applicable
12. The right to monitor, survey or investigate land (including any right to make trial holes in land).	12. Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land.	Not applicable
13. Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	13. Every universal service provider affected.	Royal Mail
14. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	14. The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 or under Part 2 of the Coal Industry Act 1994.	Not applicable
15. Works for which an environmental impact assessment is required.	15. For works in Wales, the Design Commission for Wales.	Not applicable
16. The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	16. Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	Not applicable

Appendix 2

Schedule of stakeholder consultation

Consultation on the proposed scheme has been undertaken over a prolonged period and included consultation relating to the application for planning permission which anticipated the requirement to also apply for a Transport and Works Act Order. Each key stakeholder has also been consulted specifically in relation to the application for this this Transport and Works Act application.

As set out in ther body of the report, there has been continuing engagement with relevant landowners.

Category	Nature of consultation	Period of consultation
<i>Public bodies</i>		
Office of Rail and Road (ORR), formerly Office of Rail Regulation	Meetings and correspondence	2010 – 2018
Environment Agency	Meetings and correspondence	2010 – 2018
Highways England (formerly the Highways Agency)	Meetings and correspondence	2010 – 2018
East Sussex County Council (as highways authority and in respect of environmental impact assessment)	Meetings and correspondence	2013 – 2018
Natural England (formerly English Nature)	Correspondence	2014- 2018
Network Rail Infrastructure Limited	Meetings and correspondence	2010 – 2018
Highways Agency Historical Railways Estate	Correspondence and pamphlets	2013 & 2018
National Trust	Meetings and correspondence	2014 - 2018
High Weald AONB	Meetings and correspondence	2014 - 2018
Sussex Police	Site Meetings and	2013 - 2018

	correspondence	
Tourism South East	Presentation and correspondence	2014 – 2018
Historic England	Correspondence and pamphlets	2014 - 2018
<i>Councils</i>		
Rother District Council	Meetings and correspondence	2010 – 2017
Robertsbridge & Salehurst PC	Presentations and correspondence	2014 – 2018
Ewhurst Green PC	Presentation and correspondence	2014 – 2018
Bodiam PC	Presentation and correspondence	2014 – 2018
<i>Members of Parliament and other local dignatories</i>		
Lord Barker of Battle	Meetings and presentations	2013 – 2015
Rt Hon Huw Merriman MP	Meetings and presentations	2015 – 2018
Graham Peters (Former High Sheriff of East Sussex)	Site visit and presentation	2013 – 2018
Michele Thew (Labour Party candidate for Bexhill and Battle in the 2015 General Election)	Site visit and presentation	2015
Rachel Sadler (Liberal Democrat candiate for Bexhill and Battle in the 2015 General Election)	Site visit and presentation	2015
Geoffrey Bastin (UKIP candidate for Bexhill and battle in the 2015 General Election)	Site vist and presentation	2015
Jonathan Kent (Green	Site visit and	2015

party candidate for Bexhill and Battle in the 2015 General Election)	presentation	
<i>Statutory utilities</i>		
UK Power Networks	Correspondence and site meeting	2015 – 2018
SGN	Correspondence and site meeting	2015 – 2018
South East Water	Correspondence and site meeting	2015 – 2018
British Telecom	Correspondence and site meeting	2015 – 2018
Southern Water	Correspondence and site meeting	2015 – 2018
<i>Other local organisations</i>		
Robertsbridge Enterprise Group	Meetings and correspondence	2014 – 2018
Robertsbridge & District Archaeological Society	Meetings and correspondence	2013 – 2018
1066	Correspondence	2013 – 2018
Robertsbridge Abbey	Site visit and correspondence	2016 – 2018
<i>Heritage Railway bodies</i>		
Kent & East Sussex Railway	Meetings and correspondence	2006 – 2018
Heritage Railways Association	Correspondence	2014 – 2018
Terrier Trust (Steam Preservation Society)	Correspondence and pamphlets	2013 – 2018
Bluebell Railway	Correspondence	2014 – 2018

Appendix 3



Appendix 4



The Chief Planning Officer
Rother District Council
Town Hall
London Road
Bexhill on Sea
East Sussex
TN39 3JX

14 April 2015

Dear Sir/ Madam,

Planning Application RR/2014/1608/P: The Reinstatement of Rother Valley Railway

Network Rail (NR) is writing to express its strong support for the reinstatement of Rother Valley Railway (RVR), which it considers will lead to significant socioeconomic benefits and improvement of intermodal independence and public transport in the area.

Once reinstated, RVR will constitute a significant feature of the area's heritage, rich history and character. The extended RVR connected to the national rail network will attract additional tourism to the Weald of East Sussex and Kent, at the same time increasing the exposure of the local economies. Throughout the UK where Heritage Rail and National Rail connections have been reinstated significant positive economic impacts are a proven consequence.

For the past two years NR has been working closely with RVR to reinstate the connection between Robertsbridge and the national network, as well as providing volunteers to assist on track installation work on the section that will eventually connect to the heritage line at Bodiam. The reinstated RVR will also provide a training platform for NR staff during the heritage off-season. The experience and learning gained from such collaborations is invaluable and NR strongly supports and promotes such opportunities where they are possible. RVR have agreed that some NR equipment and plant may also be used, tested and stored on RVR.

In the next coming months NR in partnership with RVR will be completing the connection between the national network and RVR at Robertsbridge, coming one step closer to realising the vision of reinstating RVR.

NR would like to reiterate our support for the RVR and would hope that Rother District Council approves the RVR application, bringing a large range of substantial benefits to East Sussex, and a large number of organisations and companies working in the County.

Yours faithfully

Mike Smith CPFA
Route Enhancement Manager
Network Rail South East Route



Appendix 5



**National
Trust**

barbara.forster@nationaltrust.org.uk
Direct line: +44 (0) 207 824 7101

Gardner Crawley Esq.
Chairman
Rother Valley Railway Heritage Trust
Robertsbridge Junction Station
Station Road
Robertsbridge
TN32 5DG

3rd June 2013

Dear Mr Crawley,

Reinstatement of the railway from Bodiam to Robertsbridge Junction Station

We are really pleased to learn that the Rother Valley Railway Heritage Trust are now well advanced with the reinstatement of the existing Kent and East Sussex Railway three miles from its current terminus at Bodiam Westward to Robertsbridge Junction Station, where it will provide a direct interchange with the mainline railway network.

This 'missing link' will be of real benefit to the National Trust and the local economy, also bringing with it significant reductions in road traffic.

The reinstated railway line will allow excellent direct public transport links from London and the South Coast, right through to one of our most attractive properties Bodiam Castle. It will provide the opportunity for us to work together to market interesting all-inclusive public transport and entrance arrangements, which will be a substantial economic boost to the area.

At present large numbers of coaches and private cars visit the Castle causing difficulties on the surrounding narrow minor road. It has long been our wish to increase access by more suitable public transport. The Kent and East Sussex Railway extension to Robertsbridge, and the integrated public transport opportunity that provides, will in large measure achieve this.

National Trust
20 Grosvenor Gardens
London
SW1W 0DH
Tel: +44 (0)20 7824 7100
Fax: +44 (0)20 7824 7198
www.nationaltrust.org.uk

President: HRH The Prince of Wales
Chairman: Simon Jenkins
Deputy Chairman: Sir Laurie Magnus
Director-General: Dame Helen Ghosh OCB

Registered office:
Heelis, Kemble Drive, Swindon, Wiltshire SN2 2NA
01753 606000

I am pleased to hear of your discussions with our staff locally as to how we might work together to develop these opportunities and support you in this important and exciting project.

A handwritten signature in black ink, appearing to read 'Simon Jenkins', written in a cursive style.

Simon Jenkins
Chairman

Appendix 6



Our Ref: Your Ref:
Date: Wednesday, 05 July 2017
When calling please ask for: Stewart Drew
Telephone: 01424 451118
Facsimile:
E-mail: stewart.drew@dlwp.com
www.visit1066country.com

The Chairman,
Rother Valley Railway Ltd,
Robertsbridge Junction Station,
Stallion Road,
Robertsbridge,
East Sussex TN31 5DG

Dear Sirs,

Rother Valley Railway

1066 Country Marketing is the private/public sector partnership organisation responsible for the marketing of the eastern portion of East Sussex (from the 'Cuckoo Trail' connecting Polegate and Heathfield across to the Kent border, so including Herstmonceux, Burwash, Pevensey, Bexhill, Battle, Hastings, Bodiam, Winchelsea, Rye and Camber, but excluding Eastbourne).

We were very pleased that the reinstatement of the Rother Valley Railway from Bodiam to Robertsbridge received the unanimous support of Rother District Council's planning committee on 17th March 2017.

Tourism is big business in 1066 Country, generating over £550m and supporting over 12 500 jobs in the area.

The Kent and East Sussex Railway ('KESR') is one of our partners, as is Bodiam Castle. Reopening the Rother Valley Railway ('RVR') would allow through trains to run between Tenterden and Robertsbridge, connecting with mainline trains on the Hastings/London line there.

This would provide another major attraction in its own right, and allow visitors to use public transport to access Bodiam and its castle, and Northiam and Tenterden by train, so reducing the volume of vehicles on the narrow roads around the area, and improving our sustainability.

1066 Country Marketing therefore strongly supports the reopening of the Rother Valley Railway between Bodiam and Robertsbridge.

Yours faithfully,


Stewart Drew
Chairman

1066 Country Marketing, Muriel Matters House, Breeds Place, Hastings
East Sussex TN34 3UY

Appendix 7

The Rother Valley Railway

The Rother Valley Railway is a registered charity which was set up to restore the missing link of the Kent & East Sussex Railway between Bodiam and Robertsbridge Junction stations. When the works are complete, the K&ESR will operate the train service as it has the license and competencies in place.

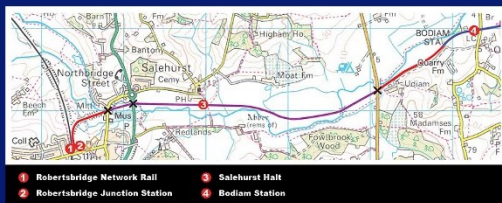
Economic Benefit

An independent report from Manchester Metropolitan University has shown that the extension of the steam railway to the main line will bring much economic benefit to the local economy that has been estimated at about £2 million p.a. We are convinced that the London and South coast markets will bring in substantial numbers of people by rail because of the unspoilt aspect of travel to Tenterden.

The Future

Now that Rother District Council has unanimously backed our plans to reinstate the railway, we will proceed towards the next and final stage of the process. This is to apply for a 'Transport & Works Act Order'. The order will give RVR the statutory authority to carry out the necessary works and operate the railway.

MAP OF ROUTE TO BE RESTORED



Editor: Mark Yonge
Graphic Design: Alex Griffin (Griffin Arts)

Contact us at:
Rother Valley Railway, Robertsbridge Junction Station,
Robertsbridge, East Sussex TN32 5DG

Tel: 01580 881 833
Email: reception@rvr.org.uk
Website: www.rvr.org.uk



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First train to Junction road after nearly 50 years - Photo by D. Wilson

Between The Lines...

The 16th March 2017 was a momentous date for the restoration of the missing link of the Kent & East Sussex Railway between Robertsbridge and Bodiam. Our scheme to construct the final two miles of line between Robertsbridge, Northbridge Street and Junction Road was given unanimous approval by Rother District Council Planning Committee.

This venture first launched in 1990, was originally seen to be of a speculative nature and for that reason a separate company the Rother Valley Railway, coined by Railway Magazine as a Lazarus line, was set up to plan and execute the works. To-date there has been no call on the public purse or the Kent & East Sussex Railway's funds. All works including consultants' costs, purchase of land, laying of track, building construction and other expenditure have been funded by generous benefactors and donations of time and materials.

Gardner Crawley, Chairman of the Rother Valley Railway, commented 'we are naturally very pleased with the support from Rother District Council which encourages us to proceed to the next stage. This will be for us to apply for a Transport & Works Act Order from the Secretary of State for Transport which will authorise the railway's operation'.

Our excitement is however tempered by the knowledge that not everyone in the local community has supported our aims. There are those who are concerned about the provision of level crossings and who fear adverse impacts on car parking in Robertsbridge, pollution arising from locomotives and the frequency of trains once the line is open. There are also legitimate concerns about construction in the flood plain and potential future flood risk.

While these have all been considered by Rother District Council in the planning application, we want our railway to be a community enterprise utilising as many volunteers as possible and for all in the locality to understand that their fears have been taken on board and are being addressed and/or explained.

With that in mind, you will find on pages 6 and 7, a list of frequently expressed concerns and our responses. We have attempted to respond in a positive way and, in addition, we have opened Robertsbridge Junction Station to casual visitors every Sunday from 2.00pm - 4.30pm and any questions will be answered.

Please join us for a free guided tour and a cup of tea. You will be made most welcome.

Mark Yonge – Editor

EDITORIAL



PROGRESS AT ROBERTSBRIDGE JUNCTION STATION



There has been much in the way of construction work at Robertsbridge Junction Station since our last magazine and a comparatively mild winter has accelerated progress...



THE WATER CRANE

The most obvious item is the water crane which is very visible from both directions in Station Road and stands at the end of the new platform. This has an interesting history and its careful restoration belies its actual age which we can only guess at.

As you may know, the Rother Valley Railway, later renamed the Kent & East Sussex Railway, was one of several independent railways developed during the late Victorian and Edwardian eras by Colonel Stephens. In fact the Rother Valley Railway was the first to be constructed under the Light Railways Act of 1896.

One of his other schemes was to reopen the Shropshire & Montgomeryshire Railway in 1911. During the construction phase he needed a water crane to supply locomotives at Shrewsbury Abbey Station and ever the frugal entrepreneur, purchased one from his neighbour, the Great Western Railway. We suspect that it was not new which would put its date of manufacture at say, 1850. Today the site is a car park and little remains of the Abbey station apart from the now restored station building. Upon Closure the water crane was purchased by a group of railway enthusiasts and taken, firstly to mid-Wales and then later to the Kent & East Sussex Railway where it was erected at Wittersham Road station. Later, when locomotives were watered elsewhere on the railway, the water crane became redundant and was offered to the Rother Valley Railway. After total restoration, shot blasting and painting, what you see today is the much travelled water crane of Great Western origin, ready to water locomotives from Tenterden once again.

4

Construction of the station building has commenced and the first and most pressing facility that we must offer are lavatories. Now that we have regular visitors to our site and particularly guided tours every Sunday afternoon, it's time that we complete their welcome with good facilities such as these.

So the northern end of this station building is where ladies, gentlemen and the disabled are provided for. As you can see from the photograph, this handsome building, actually modelled on the original Edwardian station at Tenterden, is a fine replica of what Colonel Stephens would have constructed. When complete the building will additionally house the ticket office, restaurant and shop.

We would like to record our thanks to former trustee and benefactor, Roy Seaborn who provided the funds for this work. In his declining weeks, he bravely accepted that he would not live to see our railway open but left a generous legacy for the benefit of the scheme.

THE NEW LAWN AND PICNIC AREA

Until recently, the front of the site was filled with building materials and plant, vital for the construction of the new station. Our thanks to our term contractor Andrew Wood who has beautifully landscaped this area with topsoil and turf so that visitors can enjoy the growing ambience of this new picnic area.

THE NEW STATION LAVATORY



Photo by T. Streetler

ROBERTSBRIDGE LAMP STORE

Some of you may remember the old corrugated steel lamp store which stood adjacent to the siding leading to the bay platform. Network Rail, during its modernisation of facilities at the main line station, rendered this Southern Railway former lamp store redundant. This was cheerfully

donated to the Rother Valley Railway and our volunteers have restored it and placed it upon a new concrete base. As paraffin lamps are no longer widely used, the shed is now used for garden tools and on that note, the gardening group would welcome more volunteers. Just send us an email or turn up on any third Sunday of the month.



The work continues!...

Photo by T. Streetler

Frequently Expressed Concerns.

There is no doubt that the Rother Valley Railway's plans to restore the missing link of the Kent & East Sussex Railway generated a lot of written comment, actually around 300 emails and letters overall. Whilst the majority of those contacting the planning department of Rother District Council were supportive, there were others who expressed a range of concerns. These can be grouped into the main categories as follows...

Railway Level Crossings



Photo by G. Crawley

The level crossings, particularly the A21 drew the most concern by local people. So are level crossings the only option? Actually, the only way is on the level. A bridge could not meet the gradient requirements for trains between Northbridge Street and the A21 bypass. Tunnelling would not be feasible as it would be subject to flooding and be unusable for much of the year.

A report was produced by Matt McDonald addressing the question of queuing traffic, and this was what they recommended:

- The crossing should be a full barrier type that totally encloses the railway to vehicles and pedestrians. It is initiated by the approach of a train and locally monitored by a box on the A21
- Unlike main line double track crossings where many trains operate and are often held 'in section', the maximum traffic hold up for one vehicle would be 55 seconds for a five coach locomotive hauled train
- The barriers would be operated ten times a day based upon the current K&ESR timetable (see graphic opposite)
- Operation of the crossing would not take place during morning and evening rush hours
- Although the Salehurst roundabout and adjacent foot crossing operated by pedestrians already act to slow traffic, it is proposed to extend the 40mph limit to cover the crossing
- The process of closing the barrier will be monitored by a signaller and not until he is satisfied the crossing is completely clear of vehicles and pedestrians will he permit the train to proceed by turning the railway signal for the approaching train to green.

6

Car Parking

Rail travel is increasing rapidly and has seen a national doubling of numbers in the last 20 years. Main line trains to Robertsbridge are frequent and reliable and taking meals on our steam trains with wine keeps you legal. And there are attractions such as Bodiam Castle and Tenterden within easy walking distance from stations. For those who do come by car, the Network Rail car park is little used at weekends and the charges are less than during the week.

Red Service Two steam trains		A		A		A	
Tenterden	dep	12:46	11:45	13:15	14:20	15:35	
Northiam	dep	11:12	12:11	13:41	14:55	15:20	
Bodiam	arr	11:27	12:36	14:02	15:10	15:21	
Bodiam	dep	11:43	12:18	14:18	15:28	16:42	
Northiam	dep	11:57	12:02	14:28	15:21	16:54	
Tenterden	arr	12:30	12:37	15:05	16:20	17:28	

that on off-peak days, one train may be diesel powered. This is a heritage diesel multiple set, very good for observation and dates back to branch lines of the 1950s. It is quiet and looks very traditional on our railway. The timetable (left) shows the current service which crosses the A28 at Northiam ten times a day, the same as is anticipated across the A21.

Environment & Wildlife

Before construction, we will as is required by law, take full note of the effect on wildlife and ensure that it is protected. In areas which are open, a scheme will be agreed with Rother District Council to provide invertebrate trees and shrubs to encourage wildlife. It is widely accepted that railway land offers huge benefits to animals because these are areas where people are not generally seen and thus offer little disturbance.



Flooding and Flood Risk

RVR has worked extensively and over a long period of time, with the Environment Agency (EA) to ensure that the reinstatement of RVR does not increase the flood risk to Robertsbridge. This has involved use of EA's very detailed mathematical model of the River Rother Valley and modelling of over 20 options by Capita (a leading UK Consultant in this field). The results, agreed with the EA experts, are given in the very detailed Flood Risk Analysis Report. (The FRA). This shows that with the design now to be utilised, at all levels of flood (from a 1 in 20 year flood to a 100 year plus climate change event), there is no measurable increase in flooding to any property in Robertsbridge as a result of the railway reinstatement.

If you have any remaining concerns, please email us or turn up on any Sunday afternoon at Robertsbridge Junction Station and talk to our volunteers.

7

Network Rail Chairman visits Robertsbridge and Gives Massive Support to the Rother Valley Railway...

Sir Peter Hendy CBE, the Chairman of Network Rail, visited Robertsbridge on the 6th December to inaugurate the reconnection of the main line to the former Kent & East Sussex Railway some 50 years after closure. Trains can now operate from Network Rail on to the RVR tracks currently under construction.

Part of the long lost railway line to Tenterden came back to life at the end of last year. Connection to the bay platform siding was inaugurated by our special guest which will permit trains to visit the newly restored railway at Robertsbridge.

In earlier times, the previous connection allowed passenger trains to run into the bay platform from Tenterden alongside main line services to both London and Hastings.

This new connection cannot carry passenger trains as it did in the old days because the existing bay platform is not long enough for 5 coach steam trains and there is no run round loop to allow for the arriving locomotive to join the other end of the train for the return journey to Tenterden. This is the reason why Robertsbridge Junction station is under construction which will meet all the needs of a steam operated heritage railway.

There are other advantages too. Network Rail is using the Rother Valley Railway as a training centre for their on-track plant arriving by rail and their employees can learn their craft without the risk of high speed trains travelling close to the training site. Additionally, the Rother Valley Railway can make use of track deliveries by rail when the line is extended – for example, as the 3500 tonnes of stone ballast required for the new track. We are acutely aware that lorries delivering heavy loads by road on narrow country lanes and discharging these at level crossing sites, would be intrusive and unpopular. Deliveries by rail direct to site make perfect sense.

And so the great day of commissioning the new works dawned with Sir Peter Hendy appropriately arriving by train from London. He declared the lines open for business and added 'I would like to congratulate the teams here at Robertsbridge Junction station, the volunteers, London Underground and all who helped make the new connection and track a reality. This is a tremendous example of rail organisations working together for the benefit of passengers and the general public.'

Two visiting locomotives from Network Rail, "Sir Peter Hendy" and "Sir Malcolm Brinded" completed the celebrations by running over the newly connected track on to the first half mile of the Tenterden branch much to the appreciation of guests.

A buffet lunch in the village hall was served to over 100 guests who represented the many volunteers who gave their time and expertise to rebuild the connection.

The remainder of the day was spent by Network Rail giving our guests cab and brake van rides from our new station to the present end of the line at Northbridge Street and back. And as if by magic, once Sir Peter and his team had departed to London, a double headed steam train hauled by two black five locomotives stormed through the main line station heading north – a truly wonderful and apt end to a memorable day!

In March 2017, Balfour Beatty decided to use the RVR site to commission its new tamper before starting work on a main line possession job. It was brought to site under its own power by rail from Ashford for the commission trials. "Ok, so I think I can tick off a boyhood ambition now.... having this evening driven a train from Ashford to Robertsbridge (RVR)! Just the missing link to fill in now and then Ashford to Tenterden!" [Jamie Douglas Chairman K&ESR]



"Sir Peter Hendy CBE" 66718 and friends - Photos by P. Edwards

From Wales to Rolvenden - Locomotive Great Western 4253 is being Restored with Robertsbridge in its sights.

When it became clear to the Kent & East Sussex Railway that the plans to extend the line to Robertsbridge were becoming a reality, their minds concentrated on the locomotives on a line that was extending from 10.5 miles to 14. Most steam engines adequately cope with the route between Bodiam and Tenterden but it was felt that larger locomotives would be more beneficial with this extension in mind.

So step forward 4253. This powerful tank engine was abandoned by British Railways at the end of steam in Wales in 1963. It lay unloved in a Barry scrap metal site, a massive graveyard for doomed locomotives awaiting their fate at the cutter's torch. Subsequently rescued by the Pontypool & Blaenavon heritage railway, it remained unrestored due to more pressing commitments. When it came to the attention of a small group of enthusiasts on the Kent & East Sussex Railway, a sale with the private owner of the locomotive was concluded and the rusting hulk made its journey to the locomotive works on the Kent & East Sussex Railway at Rolvenden in 2011.

History

This GWR 42xx class 2-8-0T locomotive was designed by George Churchward and 4253 was built for the Great Western Railway in 1917. Its principal role was to haul 1000+ ton coal trains through the Welsh Valleys. This necessitated good steaming capabilities and formidable tractive effort because of train weights and steep gradients. 4253 spent her life allocated to Newport (Pili) shed and from here worked coal, steel and other freight duties in the Eastern and Western valleys and docks.

Since arriving at the Kent & East Sussex Railway, much restoration has taken place. Fortunately many of the original parts were present and although much of that has had to be scrapped, they have enabled the team to rely on these as templates for new parts.

Work carried out so far has included a new cab and side panels, re-profiling of the driving wheels, new heater tubes and the manufacture of new connecting and side rods. It is finally beginning to look like a new locomotive that Churchward would have been proud of. When it returns to service after an absence of 60 years, it will look a proud sight as it rests against the buffer stops in Station Road in Robertsbridge having hauled its passenger train from Tenterden.

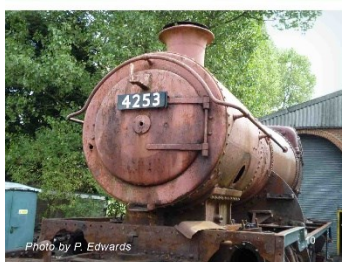


Photo by P. Edwards

◀ Rusting and unloved, 4253 arrives at Rolvenden locomotive works



Photo by A. Griffin

Locomotive Details

- ▶ GWR 42XX No. 4253
- ▶ Wheel Arrangement: 2-8-2T
- ▶ Driving Wheel: 4'7.5"
- ▶ Pony Wheel: 3'2"
- ▶ Length: 40'3"
- ▶ Weight: 81t 12c
- ▶ Water Capacity: 1800 gals.
- ▶ Boiler Pressure: 200 psi
- ▶ Power Class: 7-F
- ▶ Cylinder Size: 19" x 30"
- ▶ Tractive Effort: 33170 lbs
- ▶ Axle Load Class: GWR blue

The restoration of this fine locomotive has relied upon income generated by the sale of shares, a range of related gift sales, an annual grand draw, attendance at shows and other financial donations.

Commented Charlie Masterson, chairman of the 4253 Locomotive Company Ltd. "This project has been a real labour of love and like all relationships, has had its good times and occasional setbacks. We now know that we are nearly there and once the boiler has been fitted and tested, the final major item, this gentle giant will pull trains once again".

So who is going to get to Robertsbridge first? Us, or them? For further details about this incredible restoration project which still needs a considerable sum of money to complete the work, contact the 4253 via the following...

Email:
Gwr4253@gmail.com
Website:
www.4253.co.uk

4253 on the Kent & East Sussex Railway after restoration

Painting by Alison Griffin pvp rms



Appendix 8



• LIMITED •

IN ASSOCIATION WITH THE KENT & EAST SUSSEX RAILWAY

Patrons: Rt Hon Lord Barker of Battle PC, Chris Green MA FCIT

ROBERTSBRIDGE JUNCTION STATION, STATION ROAD,
ROBERTSBRIDGE, EAST SUSSEX. TN32 5DG

WWW.RVR.ORG.UK

Our ref: RVR/Chairman/703

10 May 2017

**Transport and Works Act 1992 Transport and Works (Applications and
Objections Procedure) (England and Wales) Rules 2006 ("the Applications
Rules")**

Proposed Rother Valley Railway (Bodiam to Robertsbridge Junction) Order

Dear Resident

Over a period of years, Rother Valley Railway (RVR) has been working towards the restoration of the historic Rother Valley Railway between its terminus at Robertsbridge and the connection to the existing Kent and East Sussex Railway at Bodiam.

Formal planning permission was obtained some time ago for the track at either end of the railway line and for the station building and associated infrastructure at Robertsbridge. Both those consents have been implemented, with all works to date being funded by charitable donations from philanthropic benefactors, and involving no call on the public purse.

Our ultimate aim is to enable the operation of a purely heritage railway from its terminus next to the mainline at the Robertsbridge - with links to London and 1066 Country - across the Rother Valley to Bodiam Castle, and beyond to Tenterden. We believe that the restoration of the railway will be an appealing addition to existing tourist attractions in the area; bringing with it consequential economic benefits and encouraging visitors to travel by heritage railway during their holidays, rather than relying always on their cars.

On 16 March 2017, planning permission was granted by Rother District Council for the "missing link" of the railway between Northbridge Street in Robertsbridge and Junction Road at Udiham. The design for this part of the railway has been worked up in consultation with key stakeholders, including the Environment Agency, and the planning permission is subject to a number of careful planning conditions to safeguard the village and local environment, as well as to ensure appropriate, safe, arrangements for the A21 crossing, including restrictions on operating times.

The next step is for Rother Valley Railway Ltd to apply to the Secretary of State for Transport for an order under the Transport and Works Act 1992 in respect of the railway. There is no deadline for making the application, but we are currently expecting to deposit the application in July 2017.

The purpose of the proposed order will be to confer statutory authorisation for the railway from Robertsbridge to Bodiam; including powers and obligations relevant to

Registered Office: 3-4 Bower Terrace, Tonbridge Road, Maidstone, Kent, ME16 8RY
A company registered in England number 2613553
Full member of the Heritage Railway Association

Rother Valley Railway Limited

the construction and maintenance of the railway, the acquisition and use of land and the crossing of the public highways.

In accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006, our Parliamentary Agents, Winckworth Sherwood LLP, will in due course be publishing notices of this application on our behalf, including in the local press. These notices will describe how copies of the order and related documents may be inspected. The newspaper notices will also explain how persons wishing to do so may make objections and representations in respect of the Order during the period of 42 days which is laid down by the rules.

We would like to hear your views on the proposed order and will answer any questions you may have. We would also welcome the opportunity to resolve any issues or concerns you may have without the need for you to make a formal representation or objection.

If you wish to discuss this matter, require further information or would like to see a copy of the draft of the order and / or the location plan, I will be pleased to hear from you (in writing if possible) within 21 days of the date of this letter. Similarly, if you would like to have a meeting with a representative of Rother Valley Railway, please get in touch.

Yours sincerely,

A handwritten signature in dark ink, reading 'Gardner Crawley', with a horizontal line underneath.

Gardner Crawley BSc(Eng) FICE
Chairman Rother Valley Railway Ltd
Gardner.crawley@dalsterling.com

Appendix 9

Kim TyrrellCurtis

From: Jacobs, Keith <Keith.Jacobs@highways.gsi.gov.uk>
Sent: 27 March 2015 11:00
To: Planning Email Address
Cc: Jacobs, Keith; Mark Conner; Felicity Drewett
Subject: 44/2014/LE08/P - Rother Valley Railway, Northbridge Street, Robertsbridge to Junction Road, Roddum - Reinstatement of the
Attachments: TR110 RVR 2.pdf

FAO Mark Cathcart

Dear Mr Cathcart,

The Highways Agency (HA) on behalf of the Secretary of State for Transport is responsible for managing and operating a safe and efficient Strategic Road Network (SRN) is the Trunk Road and Motorway Network in England. To ensure this we assess proposals affecting the SRN carefully to ensure that any safety or capacity issues are properly assessed and mitigation provided where required. As per our comments in the local plan we do not in principle support installation of level crossings on our network. We are working with Network Rail to remove them for safety reasons and to relieve obstructions to the free flow of traffic.

We have previously directed that the planning approval should not be granted for the reinstatement of the RVR line and in particular the installation of a level crossing over the A21 trunk road, until we have had the opportunity to review the further details requested from the promoters in the HA letter to Rother DC, dated 14 August 2014 and detailed in letters to Mr Hart at Rother Valley Railway dated 05 December 2013 and 20 May 2014. This holding direction is due to expire on 30 March 2015 and to date we have not received the full information we requested. However as we change to become a new organisation called Highways England we are no longer permitted to issue holding directions and have to issue you with a final response.

We would have preferred consideration of other options such as a bridge across the A21. However we do appreciate that the limited nature of a level crossing for a heritage railway, will have less of an impact than a crossing for a main line railway.

If you are minded to grant permission for the reinstatement of the line we direct the attached conditions to be included in the grant of such permission.

We should also mention that we have not carried out any assessment of the impact on air quality of traffic queuing at the level crossing and you should satisfy yourselves that this is not an issue in this location.

Regards

Felicity Drewett

Highways Agency, Bridge House, 1 Walnut Tree Close
Guildford, Surrey, GU1 4LZ
Tel: +44 (0) 300 470 1088
Web: <http://www.highways.gov.uk>

Appendix 10



Growth, Environment & Transport

Mr Robert Fox
Transport and Works Act Orders Unit
Department for Transport
Zone 1/14-18
Great Minsler House
33 Horseferry Road
London SW1P 4DR

Room 1.62
Sessions House
Maldstone
Kent
ME14 1XQ

Phone: 03000 415981
Ask for: Barbara Cooper
Email: Barbara.cooper@kent.gov.uk

Your ref:
Our ref: GT/BC/JAC

Date: 31 January 2018

Dear Mr Fox

Proposed Rother Valley Railway. Bodlam to Robertsbridge Junction Order

I was pleased to see the comprehensive documentation and extensive consultation that had been undertaken by Rother Valley Railway (RVR) in their Planning Application to Rother District Council for the re-connection of the Kent and East Sussex Railway (K&ESR) back to the Network Rail Main Line at Robertsbridge earlier this year.

The progress on the areas for which planning approval has been given previously has been impressive. Tourism and job creation are key priorities for Kent County Council and K&ESR is a major tourism attraction in the South of the County. The economic benefits for RVR and K&ESR, of up to £4.1m per annum, and the creation of up to 75 jobs will be a huge boost to the area.

As I understand that RVR will shortly be submitting a Transport & Works Act Order (TWAO) for approval by the Secretary of State, I am writing to advise that Kent County Council is fully supportive of the project and the economic benefits it will bring to the region.

We look forward to learning that the TWAO has been granted and that we will soon see the trains running all the way from Tenterden through to Bodlam and beyond to Robertsbridge.

Yours sincerely

Barbara Cooper
Corporate Director, Growth, Environment & Transport

c/c Mr G Cawley, Chairman RVR

kent.gov.uk

Appendix 11

Communities, Economy and Transport

Rupert Clubb
BEng (Hons) CEng FICE
Director

County Hall
St Anne's Crescent
Lewes
East Sussex
BN7 1UE

Tel: 0345 80 80 100
Fax: 01273 479536
www.eastsussex.gov.uk



Mr Robert Fox,
Transport and Works Act Orders Unit
Department for Transport
Zone 1/14-18
Great Minster House
33 Horseferry Road
London SW1P 4DR

29 January 2018

Dear Mr Fox

Proposed Rother Valley Railway. Bodiam to Robertsbridge.

I write to express support for the proposal by Rother Valley railway to install the 'missing link' between Bodiam and Robertsbridge. I am aware that the application for the Transport & Works Act Order (TWAo) which requires approval by the Secretary of State, will be submitted for the Department's consideration in mid-February this year.

It is clear that much work has been undertaken by committed partners to bring the project to fruition, and I recognise the value that it will provide to the growing East Sussex economy.

The project seeks to provide an appropriate crossing facility on the A21, and we are confident that colleagues from the Rother Valley Railway Limited will work closely with Highways England (who have responsibility for the operation of the A21) and my officers to minimise any unwanted traffic impacts on the wider road network by agreeing a suitable timetable for the operation of the railway..

I look forward to learning that the TWAo has been granted and that we will soon see the trains running from Robertsbridge through to Bodiam and beyond to Tenterden.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Rupert Clubb".

Rupert Clubb
Director of Communities, Economy and Transport

T: 01273 482200
E: rupert.clubb@eastsussex.gov.uk



Appendix 12

Your ref: -
Our ref: CMWJM
Please ask for: Councillor Carl Maynard
Direct dial no: 01424 787801
Date: 6 November 2017



Mr Robert Fox
Transport & Works Act Orders Unit
Department for Transport
Zone 1/14-18
Great Minster House
33 Horseferry Road
London SW1P 4DR

Councillor Carl Maynard
Leader of the Council
Leader of the Cabinet

Town Hall
Bexhill-on-Sea
East Sussex TN39 3JX

Dear Mr Fox

**Proposed Rother Valley Railway
Bodiam to Robertsbridge Junction Order**

I understand that the Rother Valley Railway will shortly be submitting a Transport & Works Act Order (TWAO) for approval by the Secretary of State.

As Leader of the Council, I am writing to bring to your attention my support of this venture and the advantages this railway brings to our District including not only tourism and job creation, but also the economic benefits for the Rother Valley Railway which will be a huge boost to the area.

I therefore hope that I will shortly hear that the TWAO has been granted and that trains will soon be running from Robertsbridge through to Bodiam and beyond to Tenterden.

Yours sincerely

Councillor Carl Maynard
Leader of the Council



Fax (01424) 787870

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Appendix 13

Ian Raxton
HM Inspector of Railways - Tramways & Heritage
Telephone 020 7282 3853
Fax 020 7282 2042
E-mail ian.raxton@orr.gsi.gov.uk



24 August 2011

Mr Mike Hart OBE
Rother Valley Railway Ltd
Robertsbridge Station
Station Road
Robertsbridge
East Sussex
TN32 5DG

Dear Mike

Extension of Kent & East Sussex Railway: Bodiam to Robertsbridge - Proposed railway level crossings

Thank you for the letter you sent to David Keay on 19th July 2011 along with the various enclosures. Apologies that it has taken me a little while to respond to your submission.

The documents summarise the case well and the technical note from John Sreeves of Halcrow is very helpful.

As Halcrow's note rightly says it remains ORR policy that level crossings should be avoided wherever possible. Having said that, where there is a suitable justification we do not object to their creation if they are shown to present tolerable levels of risk to road and rail users, that the alternatives are not reasonably practicable and their creation is beneficial in a wider sense. Such cases are not uncommon in the reopening of disused railway lines by heritage operators.

The documents supporting your proposal refer in a number of places to ORR and earlier guidance. I should advise you that on 4 August 2011 ORR republished the guidance on level crossings¹. This has updated the previous RSPG guidance and consolidated into it the guidance on how to obtain level crossing orders. Whilst the guidance has been modernised I do not believe that you will find any substantial change in the principles that are set out.

¹ <http://www.rail-reg.gov.uk/server/show/nav.1567>





Road Closure times

If you do decide to seek a Level Crossings Act Order one of the important considerations that comes into that process is the effect that the road closure time may have on the 'convenience' afforded to road users. The assessment work of Mott MacDonald is important in that respect.

Within the Mott MacDonald assessment of traffic impact they have used a likely crossing closure time of 45 seconds, with some sensitivity analysis to show the effect of a 60 second closure. ORR guidance is that crossings should normally see a train arriving at the crossing within 27 seconds of the crossing sequence commencing, but our guidance accepts that there may be variability and states that 95% of trains should arrive within 75 seconds. The time taken to pass over the crossing is then clearly dependent on train speed and length, and we would assume that the barriers would be fully raised in a maximum of 10 seconds.

Overall I would suggest that the 'worst case' for the analysis should assume 75 seconds for the train to arrive, with 27 seconds being a minimum.

For a 115m long train, it would take around 11 seconds to pass over the width of a 7 metre wide road crossing at 25 mph, or 27 seconds at 10 mph.

There would then be a minimum of 4 seconds and a maximum of 10 seconds for the barriers to rise.

Theoretical road closure time is therefore a minimum of $27 + 11 + 4 = 42$ seconds and a maximum of $75 + 27 + 10 = 112$ seconds. A normal figure is likely to lie between these extremes, with arrival times of 30 seconds, crossing of 15 seconds and barrier raising of 6 seconds, a total of 51 seconds.

I believe that the Mott MacDonald analysis should consider a slightly longer normal figure than 45 seconds, and that their sensitivity analysis should extend to the extreme 112 second case.

Crossing Layout

Our republished guidance does refer to the importance of sighting for crossings where the train driver has to establish that the crossing is clear as they approach. It appears that the relatively straight alignment of the proposed extension is favourable in this respect and train drivers should be able to see any standing obstructions on the crossings in plenty of time to allow them to brake to a stand.



OFFICE OF RAIL REGULATION

For the A21 crossing I have would like you to consider whether the provision of a length of central reserve island on either side to the crossing would help to deter motorists from 'weaving round' the barriers. This type of crossing abuse by motorists is all too common and the need for this or other measures to discourage abuse should be considered.

Level Crossing Equipment

Much of the cost of crossings can come from the specialised control equipment that so often seems to be deemed necessary for such cases.

Given the mitigations that exist by the slower speed of operation of the railway you might consider that systems to normal railway signalling levels of integrity may not be required and instead systems that operate to the levels expected of road traffic signal controllers may be perfectly acceptable. For example ORR is supportive of the work being done by the Romney, Hythe and Dymchurch Railway into the development of PLC based level crossing control systems and welcomes innovative new approaches that can reduce industry costs while maintaining appropriate levels of safety.

In summary I hope you can be assured that whilst we do not welcome new level crossings, we would not object in principle to crossings being created in this case. There are clearly many details to be developed and I will look forward to hearing from you as the proposals progress.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'I. Raxton', is written over a light blue horizontal line.

Eur Ing Ian Raxton
HM Inspector of Railways



EXAMINABLE BY REQUEST

Page 3 of 3

Head Office: One Kemble Street, London WC2B 4AN T: 020 7282 2000 F: 020 7282 2040 www.rail-reg.gov.uk

Appendix 14 (Letter of support from Asford Borough Council) (On next page)

Chief Executive

Ask for: Tracey Kerly
Email: tracey.kerly@ashford.gov.uk
Direct line: (01233) 330201



Mr Robert Fox,
Transport and Works Act Orders Unit
Department for Transport
Zone 1/14-18, Great Minster House
33 Horseferry Road
London SW1P 4DR

Our Ref: TK0686
Date: 12 December 2017

Dear Mr Fox

Proposed Rother Valley Railway. Bodiam to Robertsbridge Junction Order

I was pleased to see the comprehensive documentation and extensive consultation that had been undertaken by Rother Valley Railway (RVR) in their Planning Application to Rother District Council for the re-connection of the Kent and East Sussex Railway (K&ESR) back to the Network Rail Main Line at Robertsbridge earlier this year.

The progress on the areas for which planning approval has been given previously has been impressive. Tourism and job creation are key priorities for Ashford Borough Council where K&ESR is major tourism employer and visitor attraction. The economic benefits for RVR and K&ESR, of up to £4.1m per annum by 2029, and the creation of up to 75 jobs will be a huge boost to the wider area and to the Ashford Borough.

As I understand that RVR will shortly be submitting a Transport & Works Act Order (TWAO) for approval by the Secretary of State, I am writing to advise that Ashford Borough Council is fully supportive of the project and the economic benefits it will bring to the region.

We look forward to learning that the TWAO has been granted and that we will soon see the trains running all the way from Tenterden through to Bodiam and beyond to Robertsbridge.

Kind regards

Tracey Kerly
Chief Executive

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 [AshfordBoroughCouncil](https://www.facebook.com/AshfordBoroughCouncil)

Consultation Appendix 15

Public Presentations since 1 January 2014.

13-Mar-14 Permanent Way Institute

28-Apr-14 Salehurst and Robertsbridge Parish Annual Village Meeting (Parish Assembly) Information stand

19-Jun-14 President Geoff French Institution of Civil Engineers

7-Nov-14 Village Open Meeting The Ostrich, Station Road, Robertsbridge

2-Mar-15 Salehurst and Robertsbridge Parish Annual Village Meeting (Parish Assembly) Information stand

25-Mar-15 Hastings Chamber of Commerce

12-May-15 Salehurst Primary School

6-Jun-15 Maidstone 41 Club

17-Aug-15 Battle Probus Club

17-Mar-16 Bodiam Parish Council

18-Mar-16 Salehurst Primary School

18-Apr-16 Salehurst and Robertsbridge Parish Annual Village Meeting (Parish Assembly) Information stand and leaflets

9-May-16 Maidstone Car Club

20-Jun-16 Network Rail and London Underground

16-Mar-17 Bodiam Parish Council

3-April-17 Salehurst and Robertsbridge Parish Annual Village Meeting (Parish Assembly) Information stand and leaflets

23-May-17 Salehurst Primary School

6-Jul-17 Institution of Civil Engineers South East Region

10-Aug-17 Tenterden Rotary Club

17-Aug-17 Northiam Parish Council

Newspaper articles mentioning TWAO:

December 2017 Heritage Railway Magazine

Describing progress with RVR at Robertsbridge and next steps with the TWAO process

May 2017 Heritage Railway Magazine

Update on progress with RVR

7 April 2017 Heritage Railway Magazine

Describing planned reinstatement of RVR following planning consent

24 March 2017 Kentish Express

Regarding planning consent and reaction of some farmers

December 2016 Heritage Railway Magazine

Describing installation of link to Network Rail

March 2015 Heritage Railway Magazine

Describing design and installation of trackwork and points etc. at Robertsbridge Junction