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The Secretary of State for Transport  
c/o Transport & Works Act Order Unit  
General Counsel's Office  
Department for Transport  
Zone 1/18 Great Minster House  
33, Horseferry Road  
LONDON  
SW1P 4DR



15/May 2018

Dear Sir

Proposed Rother Valley Railway (Bodiam  
to Robertsbridge Junction) Order.

I write in support of the abovementioned  
order, my grounds for support are:-

Economic Benefit. There are many large properties  
in East Sussex and Kent, but there is also a  
lack of employment opportunities for the less  
well off. The railway connection has been  
estimated by respected economic research to  
bring £1.1m pa. to the area which will  
inevitably help employment.

These benefits will be delivered by private  
finance from donations from RVR and Kent  
and East Sussex Railway members and from  
philanthropists. There will be no cost to the  
State nor local councils.

Access to tourist attractions at Bodiam  
castle, Great Dixter and Tenterden are not good  
for those without cars and the proposed  
connection would give rail access from London  
and Hastings. The increased tourist numbers  
will give employment opportunities at the

above mentioned attractions and full and part time jobs on the Railway.

The Rother Valley Railway has already constructed  $3\frac{1}{4}$  mile of track at Bodiam and  $\frac{1}{2}$  mile at Robertsbridge together with and Terminus station.

Compulsory Purchase of the remaining 2 miles of historic trackbed was recommended by the Planning Inspector. 2 of the 4 landowners have already sold strips of land and RVR wish to obtain the last 2 by negotiation if possible. In fact about  $1\frac{1}{4}$  miles of the last 2 miles are through scrub, small trees and marsh and will not affect farmland.

A level crossing is required over the A21, but this will not affect morning and evening rush hour. It will be a toll barrier locally monitored and closed for very short periods.

Flooding is always a risk in the area, but a rigorous flood model validated by the Environment Agency has shown there will be no increased flood risk to Robertsbridge as the railway will build in flood mitigation measures.

Other heritage railway re-constructions such as the North York Moors Railway and the Welsh Highland Railway have brought very significant benefits to the areas involved with no adverse environmental impact. I believe that this link will do the same for East Sussex and Kent.

Yours Faithfully