

**REPORT ON THE AGRICULTURAL IMPACT ON
PARSONAGE FARM, REDLANDS FARM
AND MOAT FARM, ROBERTSBRIDGE
OF THE REINSTATEMENT OF THE ROTHER VALLEY RAILWAY (RVR)**

1.0 INTRODUCTION

- 1.1 My name is Peter Hodges FRICS CAAV. I have been practicing as a Chartered Surveyor and Agricultural Valuer for over 40 years now a Consultant, I have until recently been a Partner/Director of Lambert & Foster Ltd for over 30 years. My areas of practice have, amongst other matters, included compulsory purchase and compensation work mainly on agricultural property in connection with utility, pipeline and electricity lines and highway improvement works.
- 1.2 The re-instatement of Rother Valley Railway (RVR) between Bodiam and Robertsbridge in East Sussex has planning permission but is subject to the making of an Order under the Transport and Works Act 1992 (TWA0) that would authorise the temporary access over, temporary use of, and compulsory acquisition of certain land forming part of Parsonage Farm, Redlands Farm and Moat Farm in Robertsbridge. Lambert & Foster is instructed by Rother Valley Railway Limited to provide a farming impact assessment on Parsonage Farm, Redlands Farm and Moat Farm, Robertsbridge of the construction and operation of RVR.
- 1.3 Following our initial instructions in November 2018, we wrote to Mr A Hoad of Parsonage Farm and Redlands Farm and Mrs C Mitchell of Moat Farm seeking to arrange an appointment whereby we could discuss the potential impact upon the farm as a result of the reinstatement of the RVR. In the absence of a direct response from the landowners, we made contact with their Agent and provisionally arranged an appointment to inspect the farms and to discuss the proposed assessment with them. However, the meetings were postponed by the landowners' Agent in an email dated 22nd March 2019 (Appendix 1).
- 1.4 We have, nevertheless, been instructed to proceed with the report but have not had the benefit of inspecting the farms or obtaining information from the landowners first hand. Therefore, the information within this report is based upon that which is available in the public domain and, to a certain extent, my personal knowledge gained from working in this area for many years. This has included walking along footpaths as shown in Appendix 1A, carrying out enquiries of the Land Registry, looking at Google Earth, making inspections from public highways and having regard to articles in the Farmers Guardian and The Mail on-line and the farm shop's own website (Appendix 2). From the Land Registry we have been able to establish certain land ownerships, but not all of the land is registered. Regard has also been

had to Section D of the landowners objection dated 31st May 2018 from Richard Max & Co to the Department of Transport (Appendix 3) and also Section 5 of their Statement of Case.

2.0 PARSONAGE/REDLANDS FARM

- 2.1 Parsonage Farm is situated to the north of the River Rother and Redlands Farm is to the south of the river. The Statement of Case submitted on behalf of the landowners does not provide details of the land-holding. The Farmers Guardian article describes the farming acreage as 400 acres and The Mail on-line article describes the acreage as 440 acres with a further 400 acres being rented or farmed through a range of shared ownership and other arrangements, the details of which are not known at the time of preparing this report. The plan in Appendix 4 shows what is understood from my research of the Land Registry to be the extent of these two farms and Moat Farm. Parsonage Farm to the north of the river extends to 185 acres and Redlands Farm to the south of the river extends to 160 acres. This is less than indicated in the press articles and therefore I assume there is significant other land that I have not been able to identify. The current use of each field affected by the reinstatement of the railway is also shown. From my inspections from the footpath and Google Earth there are no farm crossings of the river at present with access between Parsonage Farm and Redlands Farm being via public highway. There is however, a former bridge crossing in field 2 which consists of the main supporting beams but no decking.
- 2.2 In the landowners' Statement of Case, they refer to the agricultural and arable operations of the whole of the farm that are located both to the north and south of the river. For example, the hop enterprise is situated on the south side of the river, i.e. Redlands Farm. Accordingly, therefore, it is assumed that the whole of the farming operation is farmed as a single unit. Although Redlands Farm is not specifically mentioned, by implication reference to Parsonage Farm includes Redlands Farm.
- 2.3 It is also understood that at Parsonage Farm there is a farm shop known as Busters Farm Produce. Extracts from its website are provided in Appendix 2. This shop is located 250 metres north of Salehurst Halt as shown on the plan in Appendix 4.
- 2.4 The fields within Parsonage and Redlands Farm which will be directly affected by the reinstatement of the railway are shown numbered 1 to 7 (Appendix 4) and comprise in total approximately 74 acres. This equates to approximately 17.5% of the known land holding. The original railway has been removed, except in field 5 and field 8.
- 2.5 From my inspection from the public highway, I understand the main operational buildings for the arable and hop enterprise are located at Redlands Farm where there is a modern grain store together with a hop picking machine shed and oast house. At Parsonage Farm is located the livestock buildings together with the farm shop.
- 2.6 Permanent Scenario – with RVR
- 2.6.1 I am instructed that, once reinstated, RVR would run through the fields on Parsonage Farm that are immediately adjacent to the River Rother and that the TWAO would confer powers of

compulsory purchase over 7.72 acres of farmland required for the scheme. This is shown on the plan in Appendix 4. On this plan it will be seen that it affects both arable and pasture land. Fields 1, 2, 3 and 5 are currently unsuitable for arable cropping due to their shape and size and are used for grazing livestock. They are already small fields and the presence of the railway line would reduce them still further (except field 5) making it more difficult to fully utilise them. The existing inconvenience of the small fields, is mitigated by livestock being allowed to graze freely between the fields. There are two underpasses under the A21 so that livestock are free to walk between fields 1 and 2. If the bridge adjacent to the footbridge on the southern side of field 2 was fully reinstated then that would allow the livestock to move more freely.

- 2.6.2 That part of field 1 which will become isolated on the northern side of the railway (1a) will become difficult to farm. Clearly one cannot allow livestock to wander freely across the railway but as it is such a small area (2.25 acres) it is difficult to know what use it can be put although some form of conservation or stewardship may be possible. Between fields 2b and 4b, once the new farm access crossing (shown on sheet 3 of the TWAO plans) has been installed across the Mill Stream livestock can be allowed to wander freely between the fields.
- 2.6.3 Field 3 will also become more difficult to farm as it will be smaller than present (reduced from 4.16 acres to 3.86 acres) and cannot be grazed in conjunction with other fields as it will be severed by the railway.
- 2.6.4 The northern part of field 2 (2a) will be severed unless a bridge crossing is provided across the Mill Stream so it can be grazed in conjunction with field 3a. Field 3b extending to .10 acres will be severed and will probably become an area of conservation.
- 2.6.5 The movement of livestock to higher ground if the land floods, is mentioned in the landowners' Statement of Case. The extent of flooding can be seen on the Governments flood zone map in Appendix 8. Whilst from my inspection Field 3 appears to be a little higher than some of the fields providing some refuge on land north of the river, (but is still in the flood zone), it will be severed by the railway. The higher ground, out of the flood zone, is to the south of the river adjacent to Fair Lane. If the former bridge over the river on the south side of field 2 is reinstated, that will considerably improve the ability to move livestock to this higher ground.
- 2.6.6 On the plan in Appendix 4 are shown those areas of arable land that will be adversely affected hatched yellow. Those areas between RVR and the river (numbered 4b, 4c, 6a, 6b and 7b) will no longer be able to be farmed for arable purposes as, due to their size, they will be unable to accommodate large modern farm machinery and equipment. Accordingly, therefore, alternative uses would need to be found and they would probably become small areas of pasture that would need to be treated in the same way as the small areas of existing pasture. Although it is not known how negotiations on Brexit will turn out, there is a strong indication that greater support will be given to conservation and stewardship rather than direct agricultural support and, therefore, in the future the use of land for these purposes may become more attractive. 4a would remain as arable but would be more awkward for farm machinery particularly at the eastern end where the field becomes quite narrow.

- 2.6.7 In respect of field 6, this is an existing field of 10.41 acres which will become two smaller fields of 4 acres and 5 acres once the railway is reinstated. At present this field is farmed as one with cultivations running north to south. It may be possible for these two fields to continue as arable but they would be difficult fields to farm and the direction of cultivation may have to be changed to run from east to west. If it proves to be too difficult to farm the fields as arable, then they would still be capable of use as pasture. For the purposes of this report, it is assumed this is the case.
- 2.6.8 In respect of field number 7 which is an arable field of 18 acres, there will be an area of land left to the south of RVR (7b) extending to 3 acres which would be too difficult and awkward to farm as arable. As with the other fields, this is likely to become an area of pasture.
- 2.6.9 In Appendix 7 there is a schedule showing the existing sizes and use of fields affected, and the assumed use and size of those fields once RVR has been reinstated.

2.7 Access

- 2.7.1 Proposed farm accesses to be constructed as part of the TWAO scheme are shown on sheets 3 to 6 of the plans submitted with Rother Valley Railway Limited's application to authorise the reinstatement of the railway, together with a plan showing the access to field 1a in more detail (Appendix 5).

Field 1 – At present livestock can gain access via the livestock underpasses under the A21 as shown in Appendix 4 and vehicular access is from off Northbridge Street. Once the railway is reinstated, there will be an access 3.5m wide between the southern boundary of the property known as Aquaria and the railway. That will give access to the small area of pasture, field 1a now 2.26 acres as shown on RVR drawing number RVR-P-007 in Appendix 5. In order to obtain vehicular access to the field 1b will require crossing the railway line via a 3.5m access. Livestock will continue to graze Field 1b as existing with access via the underpass, but it would be impractical to use Field 1a for livestock purposes due to the difficult access.

Field 2 – Currently this field is accessed from field 3 over a bridge crossing the Mill Stream. Field 1 and field 2 are interconnected via a cattle pass under the A21. Once the railway is fenced off, there will continue to be access from field 3a to 2b over the existing bridge crossing the Mill Stream and then over the railway. This will not be convenient or practical for moving livestock. However, on the southern side of field 2b adjacent to the footbridge crossing the river is an extant bridge crossing with major steel supports. Subject to confirmation that it is structurally sound, the decking could be reinstated. This would allow field 2b to be grazed in conjunction with other fields that are south of RVR.

However the small triangular area of field 2a that will be to the north of RVR would be inaccessible as there is no longer a crossing over the Mill Stream.

- Field 3 – This is currently accessed off Church Lane and would continue to be accessed in the same way.
- Field 4 – The whole of this field is currently accessed directly off Church Lane. The arable area would continue to be accessed off Church Lane. 4b would be accessed via a farm bridge crossing at the western end whilst 4c would be accessed via a railway crossing at the eastern end. It is understood from RVRL that access could and would be provided if required between fields 4b and 4c through plot 59 on the TWAO plans. This would allow much greater flexibility in managing the grazing and movement of livestock thus reducing considerably the impact of RVR.
- Field 5 – This field is currently accessed from a farm track on the south side of Salehurst Church and from Field 4. The field can be grazed as a whole as livestock can freely wander over the existing railway embankment which will no longer be possible after the reinstatement of the railway. Field 5a would be accessible from Field 4c and the railway crossing at the western end of 4c. Fields 5b and 5c would continue to be accessed from the farm track on the south side of Salehurst Church. Whilst there is already a footbridge crossing over the river off the south east corner of field 5a, this would not be suitable for agricultural purposes.
- Fields 6 & 7 – Access at the northern part of the fields would remain as existing but the southern part of the fields between RVR and the river would be accessed via a railway crossing at the eastern end of Field 7 as shown on the RVR plans sheet 5.
- Field 8 – As existing.

- 2.7.2 Whilst the provision of railway crossings and bridges will help to mitigate the effect of RVR on access to and between the affected fields, the overall result will be less satisfactory than the present arrangement. Moving livestock will become more regular, and more care and labour will be needed when crossing the railway with livestock, farm vehicles or machinery.
- 2.7.3 I have also considered the effects of any ramps that may be needed leading up to the railway crossings. I have not seen any plans giving the levels between the fields and the railway, so cannot comment on individual crossings. But the land through which the railway is passing, is generally level, and therefore the difference between the level of the land and the level of the railway is relatively small.
- 2.7.4 If the ramps are outside the extent of the Order limits, as there is an obligation on landowners to mitigate their losses they would be able to provide the land for the ramps which would be within their permitted development rights under the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 6, Class A. Any financial loss would be subject to compensation.

2.7.5 I have inspected another part of the railway at Morghew Park Farm, Tenterden. Photos in Appendix 5A show the gateways to the crossings and the "ramps". The difference in levels between the fields and the railway was .5m – 1.0m. The "ramps" blend into the field and can be readily grazed or driven over.

2.7.6 I have also considered the practicalities of using the railway crossings. As can be seen from the photos there are warning signs at the crossings advising one to phone the signalman in order to obtain clearance to cross. I have not seen any detailed drawings, but it would be usual to anti trespass boards and safely could be further improved by the use of temporary sheet netting and such like when livestock are crossing. The reinstated position will be no different from when the railway was originally built.

2.8 Temporary Effects during Construction of RVR

2.8.1 It is understood that construction access will be taken from Northbridge Street and from Church Lane, identified as Plot 45 on the plan in Appendix 5 although most construction access will be along the route of the railway itself. I have been provided with the following information by Rother Valley Railway Ltd (RVRL).

- RVR. Constructability – Can be carried out with RVRL as main contractor.
- The earthworks will be carried out in the summer. Access to/from A21 is not essential. 2-way traffic at the Northbridge Street and Church Lane accesses but this can be managed.
- Installation of the Northbridge Street level crossing will allow materials to be brought in by rail from Robertsbridge Junction Station and the Network Rail main line.
- If the River Rother and Mill Stream bridges are built first, vehicles and equipment can travel across them to access the rest of the site. Land take shown on the Land Plans is sufficient.
- Programme – 12 months for ecology and detailed design
- 5 summer months for earthworks
- 6 months structures
- 2 weekend closures of A21
- 3 months tracklaying and commissioning.

2.8.2 The temporary effects on each field are likely to be as follows:

Field 1 – Once the railway has been fenced off, subject to the provision of a temporary access across the railway, the use of field 1b to the south of the railway would be possible, but as with the permanent effect, it would not be practical to continue to use field 1a.

Field 2 – Once the route of the railway has been fenced off, subject to the provision of access the use of the field 2b can continue.

- Field 3 – There is provision for an access route from Church Lane to RVR shown as plot 45 on the plans in Appendix 5 through field 3 using the existing gate off Church Lane. This field will temporarily reduce in size from 3.86 acres to 2.5 acres. It will not be possible to allow livestock to freely graze with other fields and because of the reduced size and shared access, it is likely that the use of this field will be lost during the construction period.
- Field 4 – 4b) and 4c) are currently arable but would become pasture. Ideally a crop would be harvested immediately prior to any RVR works and then that area of field 4 that will now be to the south of RVR would be seeded to grass. That may not work out in practical terms but it should be possible to sow grass seed before the railway is open, although it will take a year to establish before it is suitable for grazing.
- Field 5 – Subject to the farm access route across the railway being provided at an early stage there would be minimal temporary effect on this field.
- Field 6 – A decision will need to be made as to whether or not it will be possible to maintain the balance of this field to the north and south of RVR as arable. If it is agreed with the landowner that it became pasture ideally the arable crop should be harvested and grass seeded immediately prior to the start of RVR works.
- Field 7 – This field would need to be considered in the same manner as field 4.

2.9 Farm Profitability

- 2.9.1 The reinstatement of RVR would require changes from arable to less profitable livestock production in some fields. The landowners would be entitled to claim compensation under the statutory Compensation Code for the land that is being acquired and for any injurious affection of retained land, reflecting the loss of earning capacity as a result of some land previously arable, now becoming pasture (subject to the duty to mitigate). From my inspection and the press articles, the pasture is used for suckler cow production and therefore to illustrate the potential reduction in farm earning capacity, comparisons can be made between the gross margin (GM) of winter wheat and lowland suckler cow production:

GM continuous winter wheat	- £258 per acre
GM autumn calving suckler cows	- <u>£119</u> per acre
Difference in gross margin	£149 per acre

Figures taken from Agricultural Budgeting and Costings Book (Nov 2018)

- 2.9.2 Based upon a total of 17.76 acres of arable lost to pasture, there would be a reduction in the overall gross margin on those fields of £2,646 per annum which would be reflected in the claimants compensation claim under severance and injurious affection. Based upon the reduced value of pasture compared with arable, I would expect this element of the claim to

amount to £20,000-£25,000. This is on the land retained and does not include the land acquired by RVR. The area of land lost to RVR is 7.72 acres equating to approximately 1.8% of Redlands and Parsonage acreage of 400-450 acres and 17.76 acres equating to approximately 4.2% would have had its earning capacity reduced. The need for more frequent movement of livestock and reduced sizes of the arable fields adjoining the railway will also have a further impact on the operation of the farm.

2.9.3 The gross margin figures and losses are based upon estimates in the absence of information from the landowners in terms of livestock numbers and the practicalities of livestock movements.

2.9.4 Production costs per acre would also be increased on the arable fields north of RVR as they will be smaller and in some cases a more awkward shape. Production costs consist of variable costs such as seeds, fertilisers, sprays, contractors charges and fuel costs, which vary in direct proportion to the acreage farmed; and fixed costs such as labour, machinery, depreciation and finance charges which do not change and therefore would have to be spread over a smaller number of acres thus increasing the cost per acre.

2.9.5 It is understood from the press articles previously referred to, and also from my local knowledge that the landowners farm land elsewhere under contract/share farming arrangements or tenancies. If they take on further land to replace that which they have lost on a similar arrangement, then those overheads would not be increased.

2.10 Hops

2.10.1 The owners of Parsonage and Redlands Farm refer in their Statement of Case submitted in the TWAO proceedings to plans to expand their existing hop enterprise. From Google Earth and also inspecting from the public highway or footpaths, all of the existing hop gardens are situated to the south of the river as shown on the plan in Appendix 4. This makes sense in that the access to the hop picking machine shed and the oast house at Redlands Farm that are needed to harvest and dry the hops are readily accessible from the hop gardens. This is particularly relevant during harvest when hops are transported with tractors and trailers involving multiple journeys between the hop gardens and the hop picking machine shed.

2.10.2 If hops were to be grown on the north side of the River Rother and the landowners were prepared to use the A21 to gain access to and from Redlands Farm, the reinstatement of the railway would not prevent the landowners from continuing to do this

2.11 Land Drainage

2.11.1 Any land drainage that has been laid, and is still working, may require drainage works to be carried out prior to the construction of RVR in order to redirect discharge systems in a different manner from the existing. If this was not carried out then drains could continue to run without having any means of disposal if they have been severed by RVR.

2.11.2 We have been supplied with drainage plans for fields 4 and 6 (Appendix 6). The plan dated September 1988 shows the drain for field 4 which would not be affected by RVR except for a single discharge pipe into the river which could be allowed to continue.

2.11.3 The plan dated July 2000 shows the drains in field 6 which would be severed by the reinstatement of the railway, and therefore works would be carried out under TWAO powers to ensure the continued operation of that system.

2.12 Railway Crossings

2.12.1 The width of agricultural line crossings (ALC) is indicated on the plans in Appendix 5 as being 3.5 metres wide. This is the width of existing gateways from off Northbridge Street and Church Lane, serving both arable and pasture fields and therefore I consider the width of the crossings will be adequate for agricultural machinery at present. However, it does not allow for any flexibility, and given the size of modern farm machinery, it may be prudent in discussions with the landowners, to increase the width.

2.12.2 The proposed access at the east end of field 4a does not provide adequate access between field 5a and the pasture fields to the north of RVR (5b and 5c). At this point the old RVR is still in place and therefore livestock are free to roam across the old railway line. As proposed field 5a will be entirely severed from fields 5b and 5c to the north of RVR, either the crossing needs to be moved to the east by 30 metres, or a bridge needs to be provided across the ditch immediately to the north of the proposed crossing point. Discussions with the landowner would establish the more suitable arrangement.

2.13 Summary of Impact

2.13.1 During the construction period, there will be a certain amount of disruption whilst fields left to the south of RVR are converted to pasture, crossings across the railway are constructed and drainage works are carried out. Liaison between the landowners and the contractors would ensure that access is maintained and reduce the effect on the farming operations.

2.13.2 On a permanent basis, some areas that are currently arable would likely be given over to pasture. If the numbers of livestock or suckler cows are to be increased, it would involve some reorganisation of that part of the farming enterprise in terms of building up the number of suckler cows either by breeding or purchasing. That may have a knock on effect for housing livestock over the winter if there is insufficient at present. This will only become apparent on discussions with the landowners and being allowed to fully inspect the farm.

2.13.3 In my professional judgment, in the context of the overall business, the impact of the reinstatement of the railway on land and operations would be relatively small and readily manageable.

2.14 Compensation

2.14.1 Compensation would be paid under the Compensation Code in the usual way in respect of the losses suffered by the landowners. In respect of the land that is being acquired, I would expect compensation will be payable under the following headings:-

- Loss of freehold based on market value
- Basic Loss Payment being 7.5% of the value of the interest up to a maximum of £75,000
- Occupiers Loss Payment being 2.5% of the value of the interest up to a maximum of £25,000
- Severance and injurious affection. This would include a loss of value of any land adjoining the railway and, for example, the severance of the northern corner of field 2. Compensation under the Act will be able by reference to loss of value by virtue of more difficult field operations and added fencing liability if appropriate
- Disturbance – this covers those losses that arise as a direct result of the acquisition works. Items of claim include loss of crops, cultivations, pasture and residual value of limes and fertilisers
- Loss of profits on a crop almost ready for harvesting
- Expenses incurred in moving livestock
- Damage to crops
- Claimants time with Agents, contractors, engineers etc or any time spent by the claimant in mitigating his loss
- Farm loss payment
- Legal and surveyors fees
- Severance of water supplies or damage to drains

3. **MOAT FARM**

3.1 Moat Farm is understood to extend to a total of 228 acres as shown on the plan (Appendix 4) and is a pasture farm for grazing cattle and sheep. It falls within the Natural England's Higher Stewardship Scheme and conservation plays a major part in the farming policy and the general running of the farm. There are approximately 200 acres north and 25 acres south of the railway line. On the plan in Appendix 4 is shown the area being acquired for RVR extending to 5.79 acres. The proposed crossing that is to be provided is on the plan in Appendix 5. Also shown are what are believed to be the four existing crossings as far as can be determined from the Order plans and Google Earth.

3.2 Permanent Scenario with RVR

3.2.1 The original railway embankment, unlike Parsonage Farm, has not been removed from Moat Farm. There is, therefore, an existing corridor of land which is not used for farming purposes but is currently used as a conservation area.

- 3.2.2 The current plans indicate that the existing four crossing points over a distance of 580 metres will be reduced to a single crossing point with a hard track running along the southern side of RVR to enable access from the land south of the railway to that crossing. This will reduce flexibility of moving livestock from one side of the railway to the other and in some cases could be impractical if livestock need to be moved for example from the most easterly meadow on the south side of RVR to the field on the opposite side. I understand from RVR that a second crossing point could be provided, the location of which would need to be discussed with the landowner. This would be an improvement but less satisfactory than existing, and the movement of livestock may still take longer, thus adding costs to the business.
- 3.2.3 Plot 98 on the plan in Appendix 5 is being acquired for the purposes of compensation habitat planting to replace areas lost along RVR. This would fit in with the conservation policies of Moat Farm and it is understood it will be offered back to the landowners with appropriate covenants. It is a small long narrow triangular shaped pasture field of 1.78 acres and I do not consider it would have a material effect on the farm income or the running of the farm.
- 3.2.4 From an agricultural point of view, I consider that the effects of RVR are relatively small and should have little impact upon the farming operation. It is already an existing livestock holding and therefore there is no need to convert any land from arable to pasture. There may be a little more inconvenience in moving livestock and that could form part of the compensation claim.

3.3 Temporary Effects during Construction of RVR

- 3.3.1 As the railway embankment already exists, it is understood that access for construction purposes through Moat Farm will be from the existing railway. New fencing will need to be erected and that will involve cutting back of existing overgrown hedges, trees and such undergrowth that has grown over the existing fence. During that time, it is likely that livestock will need to be temporarily moved. Once that been done, subject to access being maintained at the crossing points or the new crossing point, there will be little further disruption during the construction period. Unlike Parsonage Farm, all fields are already pasture and therefore there is no need for any conversion from arable to pasture.
- 3.3.2 Plot 107 on the plan in Appendix 5 is temporarily required for construction purposes, but that is only .48 acres, and will not have a material effect on the farming. Any loss of grazing will form part of the compensation claim.
- 3.3.3 Plot 93 – the new access track will have a temporary effect, but this would be fenced off from the remaining part of the field during construction. Any loss of grazing would form part of the compensation claim.

4. SUMMARY

- 4.1 The fields on Parsonage Farm lying north of the River Rother and in the immediate vicinity of the railway will be materially affected in terms of agricultural activity. There would be more



small areas of pasture (or even smaller areas of existing pasture) with some areas that are currently arable becoming pasture. However, the overall effect on the farming operation (including Redlands Farm and, even more so when taking into account other land that is farmed by the landowner) will not be significant. There will be inconvenience in the immediate locality of the railway and it is likely that after adjustments have been made to the farming operation there will be a small reduction in income/profitability which will be addressed by compensation.

- 4.2 In respect of Moat Farm, providing that at least one further access can be provided the effects will be relatively minor. Moving livestock will be a little less convenient but as no land is being lost and no fields are being severed the impact on the farming activities will not be significant.

Dated 27th January 2020

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P R B HODGES FRICS
On Behalf of Lambert & Foster Ltd

EST 1900

**Lambert
& Foster**

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APPENDICES TO THE REPORT ON THE AGRICULTURAL IMPACT ON PARSONAGE FARM, REDLANDS FARM AND MOAT FARM, ROBERTSBRIDGE OF THE REINSTATEMENT OF THE ROTHER VALLEY RAILWAY (RVR)

OFFICES AT: Paddock Wood, Cranbrook and Mayfield

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Appendix 1

**EMAIL FROM A HIGHWOOD DATED
22ND MARCH 2019**

Peter Hodges

From: Andrew Highwood <AHighwood@savills.com>
Sent: 22 March 2019 11:41
To: Keith Murray; nickyoung@watsonsestates.co.uk
Cc: Peter.Hodges@lambertandfoster.co.uk
Subject: RE: Rother Valley Railway - TWAO Postponement of Public Inquiry
Attachments: image002.jpg; image001.gif

Dear Keith

Thank you for your note below and the documents attached.

We were notified of the postponement last week by the Department for Transport. Given the recent ongoing correspondence between us and Peter Hodges to seek to arrange the meeting on 2 April, as well as the correspondence between Richard Max & Co and Winckworth Sherwood, we were surprised and very disappointed not to receive the professional courtesy of advance warning of the request for the postponement.

You will appreciate that my clients will inevitably incur significant additional costs as a result of the postponement having been preparing for the pre-inquiry meeting on 27 March and the inquiry itself in June. The further delay has caused them considerable distress.

You may be aware that Richard Max & Co wrote to Winckworth Sherwood to request a firm commitment to meet the landowners costs' in the event the application is refused by the Secretary of State. In light of your client's opaque corporate structure and the proposed funding strategy for the scheme (on which we have repeatedly sought clarity) this is not an unreasonable request. This request was flatly declined by your clients.

Our clients agreed to the meeting on 2 April in good faith, which, in light of recent developments, we do not consider has been reciprocated by your client. On this basis we have come to the conclusions that the meeting should be postponed unless and until your client demonstrates it is willing to behave openly and transparently through the inquiry process and to provide the security sought by my clients in respect of their costs in the event the application is refused.

I look forward to hearing from you once you have received further instructions.

Regards

Andrew Highwood LLM FRICS FAAV
Director
Development - Compulsory Purchase

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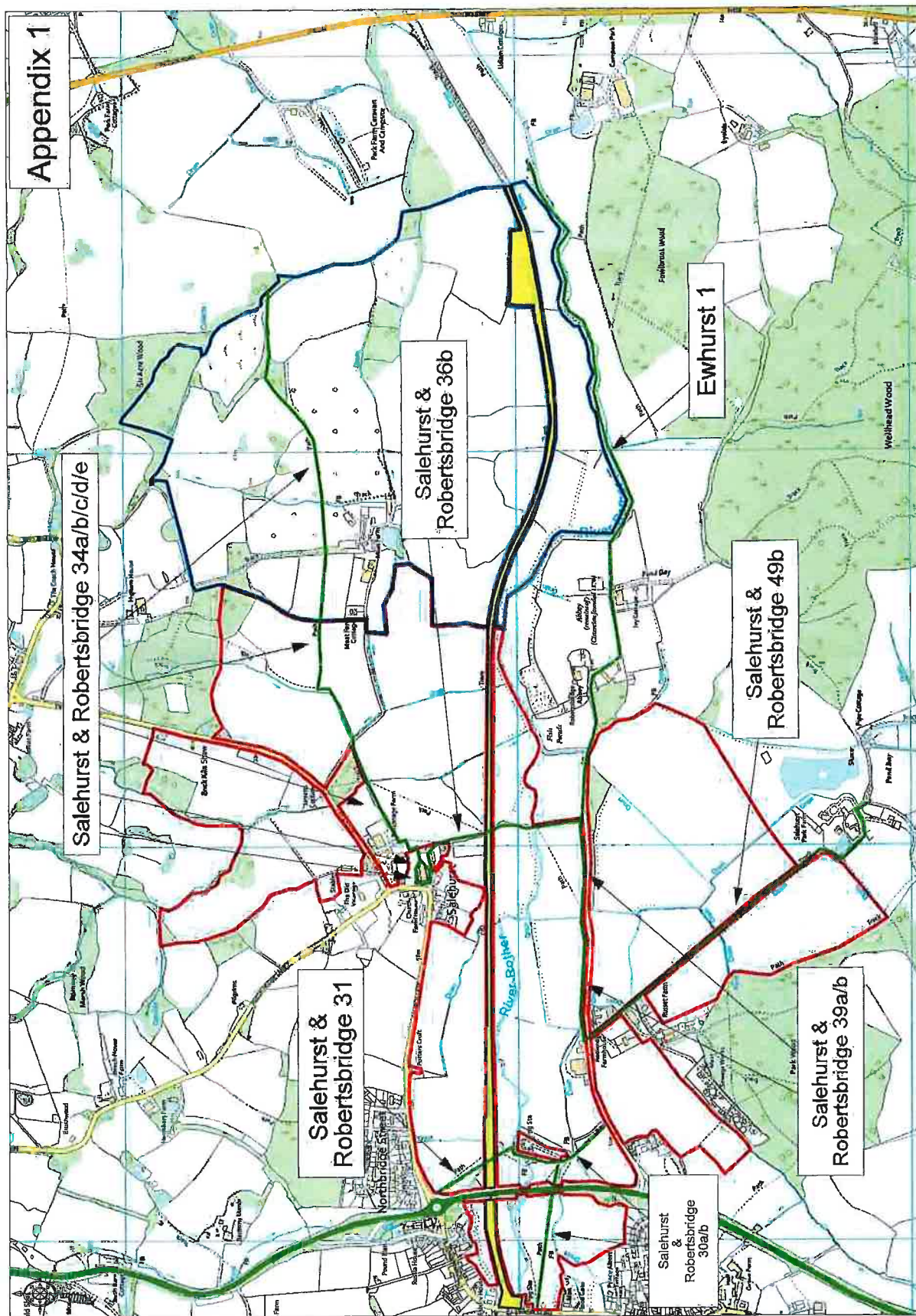
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Website :www.savills.co.uk

Appendix 1A

FOOTPATHS



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Appendix 2

NEWSPAPER ARTICLES AND BUSTERS WEBSITE

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Specialising in traditionally produced meat from our farm & high quality locally produced deli items



OUR FARM SHOP

>>

Home reared, grass-fed and local English meat from our farm shop in Salehurst,...

FARM HISTORY

>>

Parsonage Farm, Salehurst, has been farmed by the Hoad family since the 1880's and is now being managed by the 6th generation...

CONTACT US

>>

Our Farm Shop is open 6 days a week. Tuesdays to Saturdays 9am - 5pm and Sunday 10am - 2pm. We are just north of Salehurst Church, off the A21, near Robertbridge in East Sussex...

BUSTER'S FARM PRODUCE

Parsonage Farm, Salehurst, Robertsbridge, East Sussex, TN32 5PJ
Tel: 01580 882020 - Fax: 01580 882124 - Email: info@bustersfarmproduce.co.uk



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Specialising in traditionally produced
meat from our farm & high quality
locally produced deli items



OUR FARM SHOP

Home reared, grass-fed and local English meat from our farm shop in Salehurst

Beef & Rose Veal

Lamb, Hogget & Mutton

Pork

Free Range Chicken

Homemade Sausages & Burgers (includes gluten-free varieties)

Home-cured & Home-smoked Bacon

Handmade Sweet & Savoury

Pies & Pastries (vegetarian options)

Joints and cuts for special occasions can be prepared by our experienced butcher Roger

Hog & Lamb Spit roasts available

We also have a large selection of delicatessen products

Please visit our shop or telephone Roger on 01580 882020

BUSTER'S FARM PRODUCE

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Specialising in traditionally produced
meat from our farm & high quality
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FARM HISTORY

Parsonage Farm, Salehurst, has been farmed by the Hoad family since the 1880's and is now being managed by the 6th generation. It is a typical Wealden farm and is run on traditional lines, with a mix of livestock and crops. It has a pedigree herd of Sussex Cattle and a flock of sheep. Besides the pasture there is an arable enterprise growing wheat, barley & beans and recently maize has been added to the rotation. Hops are still grown, a crop that has been cultivated by the family since taking the farm.

The family philosophy has been to produce as much as possible from our own resources and we find that a mixed farming enterprise can deliver that objective on our mix of soils, which range from heavy clays to sandy outcrops on the higher ground, gravel and silty loams in the valley bottom. We also, being locals ourselves, support and use the local economy as much as possible.

Our cattle are the native breed for this area, the Sussex, which have developed over the years from draught oxen and are well adapted to thrive on a low quality diet or, as we say, on fresh air. Their other characteristic is a quiet temperament, which makes them easy to handle and work with. Our sheep are Romneys, which are the local breed, and we use Texel and Lleyn Rams on the ewes to produce a well meated lamb for the shop.

The arable enterprise comprises a variety of crops. Wheat, which is grown to sell, Barley & Beans, some of which is fed to the cattle, the rest sold. We have recently added maize to our rotation and this is harvested for the grain, which is sold for animal feed. Straw is used in the cattle yards, to feed and bed the animals, the resultant manure returned to the fields as fertilizer.

Our other crop is Hops. These are what we call a 'Cash Crop' and are grown for the brewing industry. They are expensive and risky to grow, but can give good returns. Most of our production goes to the English brewers to make traditional ales but some are exported. We have been supplying Harveys of Lewes for many years and it is pleasing to know that our hops are used in the local brew. Their beer is excellent too! Cheers!

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Tel: 01580 882020 - Fax: 01580 882124 - Email: info@bustersfarmproduce.co.uk



The Great Robertsbridge Train Robbery: Families accuse railway line stealing their farm land for a £7million extension project using a compulsory purchase order allowing companies to buy property without owner's consent

- Locals are trying to prevent a heritage railway line being extended by two miles
- The controversial proposed track extension is between Bodiam to Robertsbridge
- The controversial £7million scheme would restore what supporters call the 'missing link' in the Kent and East Sussex Railway

By **DAVID WILKES FOR THE DAILY MAIL**

PUBLISHED: 22:00, 11 May 2018 | **UPDATED:** 22:36, 11 May 2018

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For some, there is no finer sight than a locomotive in full steam chugging majestically through the glorious English countryside.

But in one idyllic corner of East Sussex, that prospect has got the locals, well, rather steamed up.

They are trying to prevent a heritage railway line being extended by two miles from Bodiam to Robertsbridge amid accusations of bullying and environmental vandalism.

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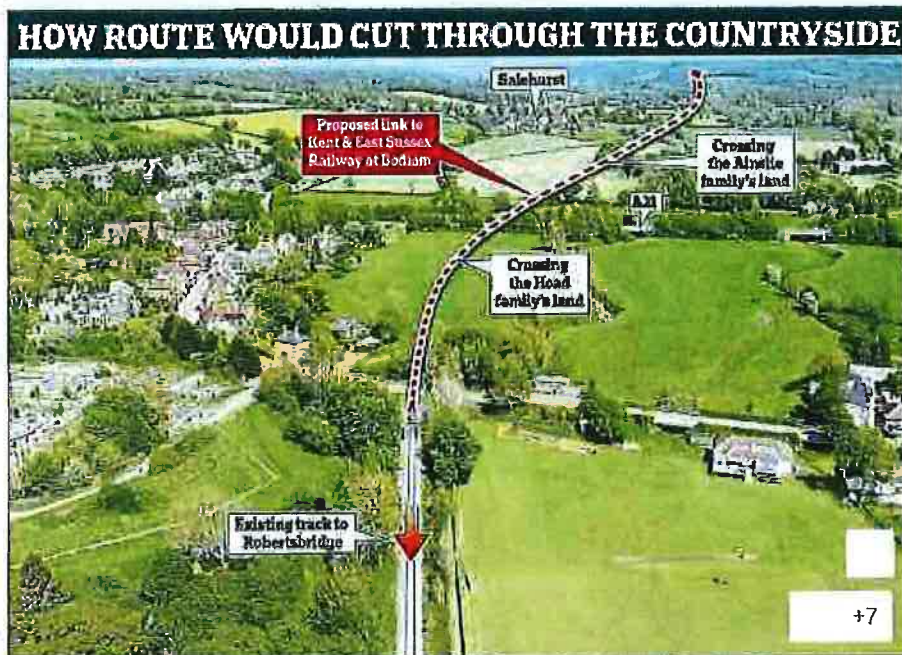
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Locals are in revolt over the proposed expansion of the historic train route

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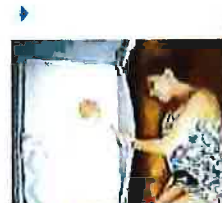


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The use of compulsory purchase orders on farmland needed for the new track has even been branded The Great Robertsbridge Train Robbery by campaigners.

The controversial £7million scheme, led by rail enthusiasts backed by wealthy – and anonymous – benefactors, would restore what supporters call the 'missing link' in the Kent and East Sussex Railway, connecting it with the national network on the London to Hastings line.

The original route, between Robertsbridge and Headcorn in Kent, opened in 1900 and was shut in 1961. It partially reopened as a heritage railway – where the public can enjoy journeys at 25mph on old steam locos and diesel trains – 13 years later, running for ten and a half miles from Bodiam to Tenterden. A previous attempt by rail preservationists to take over the missing Bodiam to Robertsbridge section was quashed in 1973.



Stacey Solomon gazes adoringly at her newborn son in sweet snap as she admits she feels 'ridiculously teary' after bringing her baby home from the hospital

How five VERY different women boosted their confidence for summer with one simple beauty hack (and here's how YOU can do the same!)
AD FEATURE



Gwyneth Paltrow, 46, exhibits her incredibly toned physique in a tiny \$363 black bikini as she promotes her new Goop swimwear collection



Kimberly Wyatt, 37, reveals she is expecting her third child with husband Max Rogers... and admits the pregnancy was 'an amazing surprise'



North West, brother Saint and cousin Penelope Disick belt out Sinead O'Connor's Nothing Compares 2 U at Kanye's Sunday Service



Game of Thrones documentary The Last Watch gives fans dramatic behind-the-scenes look at the epic final season



Benedict Cumberbatch shows off his toned physique as shirtless star emerges from the sea following swim in behind-the-scenes Cannes snaps





Andrew Hoad, 67, with his two sons Tom 38 (left) and Will 34 (right), who own Parsonage Farm in Robertsbridge, East Sussex where multi millionaire Richard Broyd is trying to extend a heritage steam railway across their land as a 'Vanity Project'

Those behind the current bid by the Rother Valley Railway, or RVR, argue it will attract an extra 50,000 visitors annually and add £4.1million a year to the local economy. Supporters include Network Rail and the National Trust, which will gain a rail link to the 14th century moated Bodiam Castle.

They say it could put Robertsbridge, which dates to 1176 when a Cistercian abbey was founded, back on the map. But opponents fear it will leave an 'ugly scar' on the landscape, harm wildlife habitats and destroy the area's tranquillity. Three level crossings would be needed, including one on the busy A21 London to Hastings road.



Emma Ainslie, 45, and her husband Alexander, 45, who own Moat Farm in Robertsbridge in East Sussex

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The A Star Is Born talent had some family time



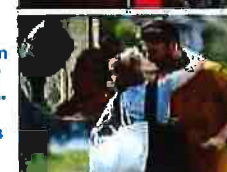
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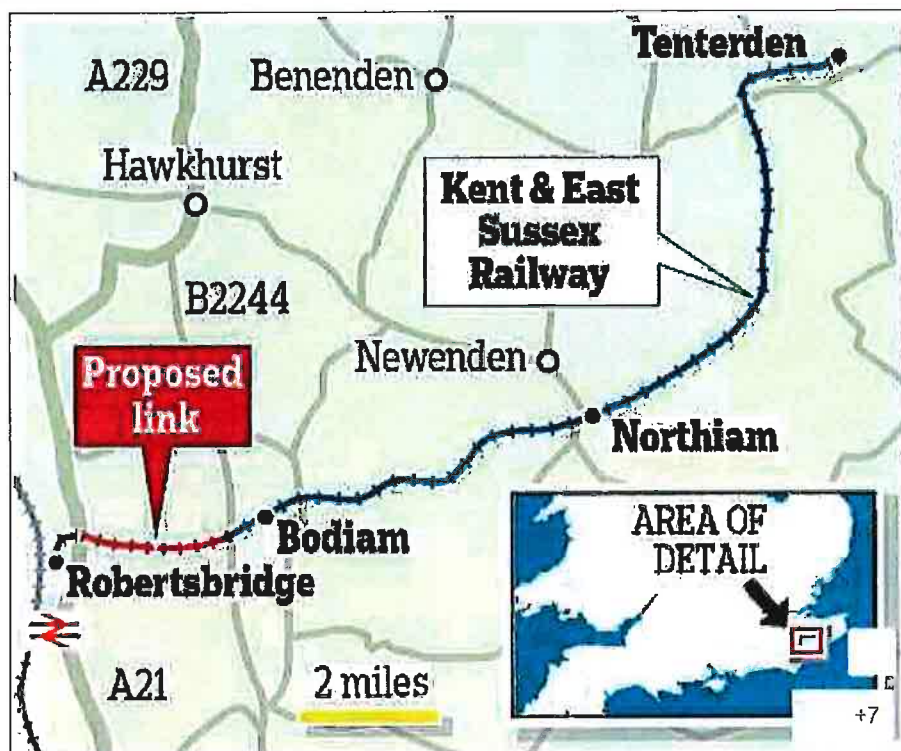
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Slight tumble on Sunday



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Rother District Council granted planning permission last year but, crucially, the two families whose farms would be crossed by the line do not want to sell their land to RVR

Rother District Council granted planning permission last year. Crucially, however, the two families whose farms would be crossed by the line do not want to sell their land to RVR. They claim the project is to allow 'rich men to play with their toys' and the threat of compulsory purchase orders, or CPOs, amounts to 'a land grab reminiscent of the Dark Ages'.

There is no surviving railway track on either farm. One embankment is still visible but is covered by mature oak and other trees.

Alexander and Emma Ainslie, both 45, run **220-acre Moat Farm**. Mrs Ainslie's grandfather Robert de Quincey bought it in 1946 after returning from three years as a prisoner of war in Burma.

Mrs Ainslie said: 'It is purely the whim of an organisation of train enthusiasts who feel they have the right to take something for their own gratification.'



Karen Collier-Keywood, the landlord of the Salehurst Halt Pub in Salehurst. She has put up a poster protesting about proposed railway track extensions through her area

► **Destiny Child member Kelly Rowland**



Lana Del Ray shares smiling bikini pic... after Moby claimed he 'dated' her when she was 21 in his new memoir Party time

► **Kourtney Kardashian celebrates her ex Scott Disick's 36th birthday with her sisters Kim, Khloe and Kylie Jenner**



► **Sofia Richie, 20, wishes her 'best friend' and beau Scott Disick a happy 36th birthday** Took to her Instagram stories on Sunday afternoon



► **Brie Larson posts sexy late night bikini snap while winding down her Memorial Day holiday weekend** Partying



► **Gerard Butler looks furious as he takes a phone call wearing a cowboy-inspired look in Malibu** Heated conversation



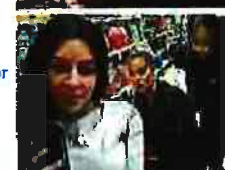
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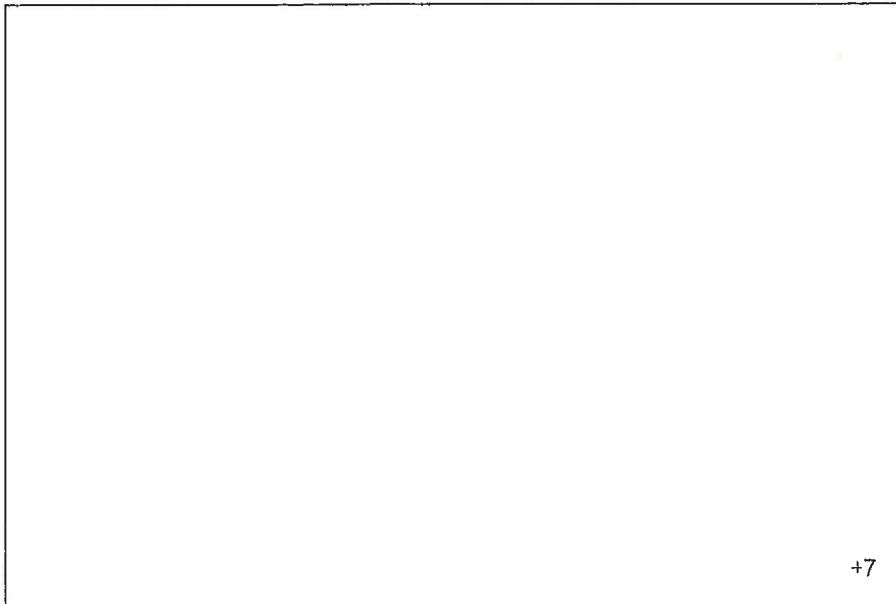
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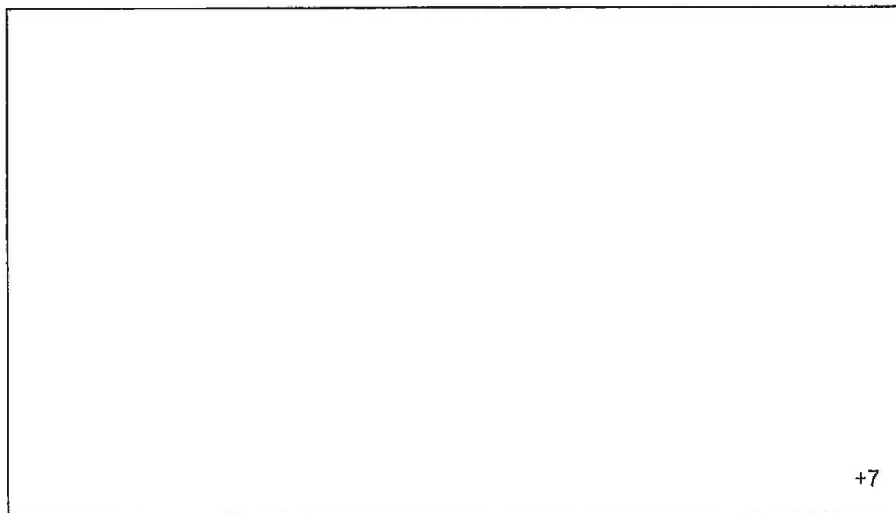
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A train on the Kent and East Sussex Railway at Bodiam Station - part of the East Sussex Heritage Line

'They are just big bullies who want their train set and don't seem to care what they have to do to get it. The habitats that survive there are incredible. We are continuing to try to protect this for future generations.'

Neighbouring **440-acre Parsonage Farm** has been in Andrew Hoad's family since the 1880s. Mr Hoad, 67, who runs it with wife Lynn and sons Tom, 38, and Will, 34, said: 'We feel angry at having our land taken from us against our will for what can only be termed a vanity project. It would wreck part of our farm, chopping fields into narrow pieces that we can't farm properly.'

At the local pub, the Salehurst Halt, landlady Karen Collier-Keywood, 59, said: 'Our village has always been about community. Using a CPO to take someone's land for a heritage railway is immoral.'



+7

End of the line: Those behind the current bid by the Rother Valley Railway, or RVR, argue it will attract an extra 50,000 visitors annually and add £4.1million a year to the local economy.

The Government must now agree to make an order under the Transport and Works Act for the purchase to go ahead, but that could require a public inquiry.

RVR, which would pay 10 per cent above the market value of the land, is already building a heritage railway station opposite Robertsbridge mainline station and track has been laid for about half a mile towards the two farms.

One of RVR's directors is Richard Broyd, who founded Historic House Hotels. It also has links to multi-millionaire hedge fund manager Jeremy Hosking, 59, who owns a

► **the celeb couple celebrated at her Las Vegas show**

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► **Khloe Kardashian keeps low-key while heading out from Kanye West's weekly Sunday Service in Calabasas Looked casual in a white hooded top**

number of steam locomotives including the Royal Scot.

RVR chairman Gardner Crawley, 74, said: 'There's a lot of very wealthy people in East Sussex but parts of it are very deprived – and the big employer nowadays is tourism. Making tourism here more accessible to people who don't have cars is very important. It's not as though we're putting a new line across virgin land – there was a railway there until the 1960s.'

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The 31-year-old reality star is impatient

► **Louise Thompson rocks floral mini dress as fiancé Ryan Libbey sports heavily bandaged hand during romantic Ibiza getaway**
Happy couple

► **Kanye West arrives with Kim, Kourtney and Khloe Kardashian to his famous Sunday Service**
The family were spotted this Memorial Day weekend

► **Kourtney Kardashian wears all-black to Sunday Service where son Reign and nephew Saint race around**
Made an appearance at the event

► **Selena Gomez is '90s chic in a jumpsuit and a tee as she grabs lunch with friends after church**
Looked casually cool

► **'Sorry I can't make your party!' Hugh Jackman leads a 50,000-strong crowd singing 'Happy Birthday' to actor Ian McKellen live on stage in Manchester**

► **George Michael's ex-lover Fadl Fawaz 'is squatting in the singer's £5m London home after ignoring legal letters'**

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Disney and LucasFilm are behind the project

Farm focus: Sussex farmer's loyalty to mixed farming tradition pays off

Insights 09 Sep 2014

Andrew Hoad proves by sticking to what you know best and having an astute awareness of the market place, you can achieve a safer long-term approach for steering a business through choppy waters, rather than chasing trends to make uncertain, short-term gains.



Ignoring fashion and staying loyal to mixed farming traditions has paid off in the long-term for Andrew Hoad at Parsonage Farm, Salehurst, near Robertsbridge, East Sussex.

Andrew is the sixth-generation Hoad to farm here, being born and bred on-farm. When he assumed control of operations from his father in the early 1980s, he admits it 'exercised his mind greatly' as to whether he should be following the trend towards greater arable specialisation.

He says: "I did not feel it was a serious option. A lot of the soil here is unsuited to cropping, being predominantly sand and clay, and fields tend to be small and banky.

"If you are left with lots of bits which are unsuitable for the plough, you are probably going to end up with stock on them. In any case, I have always liked the principles of mixed farming.

"To be me it just feels right. We have always grown hops here, which seem to like cattle dung. They, in turn, need the straw and grain from the arable, so the whole thing fits together. I have never been able to see a way out of it."

He is satisfied to note his sons Tom and Will have now returned from Sparsholt College and Harper Adams University College, respectively, to take a greater interest in the business and have taken to the mixed farming ethos.

Andrew says: "Although some of the enterprises have changed, I am generally farming in the same way my great-great-grandfather did."

Demand

This has not meant letting the grass grow under the business's feet. Andrew takes pride in growing what the market wants and is baffled it is a principle many farmers continue to ignore.

He asks: "What is the point in producing something if nobody wants it?"

But he admits staying ahead of the game has required shifts in strategy at key moments.

"A lot of the business used to be based around buying-in calves from the local dairy herds to rear and finish, selling through Ashford livestock market. But about 12 years ago, as so many of the local dairy herds

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Making a change

Andrew and his wife Lynn had been thinking about opening a farm shop and decided to have a complete change and go over to a suckler beef herd.

Coming just after the BSE and foot-and-mouth crises, the choice of Sussex, a native breed with a good local reputation for good eating quality beef, was a shrewd one.

The herd currently consists of 50 pedigree Sussex suckler cows with followers, but Andrew admits he is not a purist and is a firm believer in the Sussex cattle development scheme, which originated in the 1980s.

By breeding back from larger continental sires, it has conferred more commercial carcase size on the breed.

"We have been using Signet's performance recording for the last three years now and I try to use it whenever looking to buy-in new stock, but it is not easy because not everyone uses it."

Andrew recently stood down as chairman of the Sussex Cattle Society, which has been trying to encourage more performance recording by owners of Sussex cattle herds by offering reduced membership fees for participants.

Andrew believes the old breed is gradually shaking off the 'one for the paddock' hobbyist image it was tagged with for so long, partly because of the animal's docility.

"The make-up of the society is gradually changing. I would not say the breed is booming, but there are lot more members with herds of 100 or more cows now, or those, like our own, in the 50-80 cow range. People are beginning to realise the breed has a commercial future."

The Salers herd's diet is forage-based, with hay, straw and silage making the bulk of the diet and minimal supplements given to calves around finishing.

Slaughtering is done locally, with about three per month killed for the farm shop. The latter has meant the business has, to an extent, been cushioned against the current crisis in beef prices, although they are still dealing with the slump in prices when selling through Ashford. Similarly, growing all forage on farm has protected them against price volatility in the grain markets.

Farm Shop



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The shop, Buster's Farm Produce, which opened about 12 years ago, is named after Andrew's father Albert who was better known locally as Buster and is featured on its logo, carrying a staff.

With dedicated butcher Richard Fellows, as well as an apprentice butcher and a sales assistant, its customers are mainly local, but it draws others from as far afield as Sevenoaks and Eastbourne.

Sussex beef is a big selling point, but eggs, chicken, and dairy produce, including cheeses, are supplied by local producers, and two cooks are employed to make cakes and pasties.

The establishment of the shop prompted Andrew to revive the farm's Romney flock, another local breed enjoying a revival of interest. But a Lleyn ram has been put on the ewes to increase prolificacy.

Lambing percentages are steadily increasing as a result, up to about 160 per cent across the flock, which consists of 130 ewes from a previous average of 130 per cent, although this is still short of the ideal figure of 190 per cent.

Texel and Charollais rams are also put in with the Romney ewes to boost the meaty quality of the lambs. About 12 lambs per month are selected for the shop, with others going to Ashford.

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Variety



Andrew's sons are building up the arable side of the farm, with extra land being taken on through a range of shared ownership and renting agreements.

A grain store built in 1996 enables them to take on extra business in the form of grain drying, cleaning and storage for smaller farms in the area lacking in these facilities. Contract work means full use is made of machinery, which is generally bought second-hand and upgraded by the brothers in the farm workshop.

With the land unsuitable for growing malting barley and milling wheat, a market-focused approach tends to be on grade 3 wheat, maize, oilseed rape, barley and beans.

Andrew is a member of Wealden Hops Co-operative. This group, which includes more than 30 growers in the Kent and East Sussex area, is estimated to account for 40 per cent of hop production in the UK.

A three-kiln oast house dating back to the 1830s shows how long Parsonage Farm has been part of this once major local industry, which is now enjoying a renaissance thanks to the growing number of micro-brewers.

Andrew says: "Around the turn of the 21st century, we almost stopped growing them. We were down to just a few hectares. But then the hops market started to recover, and we decided to get back into it."

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whereas for years the market has been persuaded English hops – which are different from seedless varieties grown abroad in retaining the male hop – were inferior, the smaller brewers are now looking for something different.

"Studies have shown the fact English varieties have the male seed has no impact on taste at all, but we are the only country in the world apart from New Zealand which grows hops in a maritime climate, as opposed to a continental one. It is this point of difference which is attracting the micro-brewers.

"We are now up to 12ha, whereas we used to be at about 24ha, but we could well soon be back up to 16ha."

In a measure of his confidence about the future of demand, Andrew is currently in the process of investing in a new two-tier, fuel-efficient oast house.

He says: "It will help us save on labour costs, as well as the heavy fuel costs involved in the process of drying hops. I estimate we will recoup the costs, which together with extra storage facilities, amount to about £250,000 within 10 years."

Farm Facts

- ▶ 161 hectares (400 acres) owned, and a further 161ha (400 acres) rented or farmed through a range of shared ownership and other ad-hoc arrangements
- ▶ Land split 50:50 between a mixture of permanent pasture and sown grasslands and arable
- ▶ 12ha (30 acres) of hops grown as members of the Wealden Hops Co-operative, which supplies brewers of traditional ales, such as Harvey's of Lewes
- ▶ 50-cow suckler beef herd and 130-ewe Romney flock
- ▶ The High Weald area of Kent and East Sussex was one of the first areas to grow hops in England
- ▶ In 2007, local company Wye Hops was set up by the British Hop Association to meet the growing interest of micro-brewers, by developing new flavoursome and disease-resistant varieties of hops, as well as reviving historic ones

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Appendix 3

SECTION OF LANDOWNERS OBJECTION

agreements, it is inappropriate that such funding should be dependent upon the goodwill of private benefactors.

33. In this regard, the Landowners note that this was one of the reasons why, in 1967, the Secretary of State refused to make a Light Railway Order extending the line to Robertsbridge. In her letter dated 16 October 1967, Barbara Castle noted that she was:

"not convinced ... that the Light Railway Company would be sufficiently profitable to be able to sustain in perpetuity the heavy statutory obligations in respect of bridging and drainage which attach to the line" (our emphasis)

and that:

"it would clearly not be possible to regard the personal financial resources of a single supporter however generous as overcoming the considerable doubts which emerged during the inquiry about the financial resources of the Company, and their likely ability to build up adequate reserves not only in the short term but in perpetuity. Protective clauses ... would of course be valueless if the Company went into liquidation."

34. The Landowners consider that these observations are as relevant today as they were when written. There is no evidence that, in the absence of funding from private benefactors, RVRL is itself sufficiently viable or profitable to fund the necessary works not only in the short term but in perpetuity.

D. IMPACT UPON PARSONAGE FARM AND MOAT FARM

Parsonage Farm

35. Parsonage Farm is a long-established family run farming business growing hops, arable crops and rearing cattle. The proposed railway would run through the heart of the farm and disrupt every aspect of the farming business.
36. The Order will have a significant detrimental impact in the operation of Parsonage Farm in a number of ways including:
- The permanent material loss of productive acreage;
 - It would result in smaller less commercially viable plots of land;
 - It would remove all access to two fields at the Robertsbridge end of the farm, leaving them incapable of being farmed;
 - It would cause considerable harm and disruption during the course of the construction given the proposed access roads through the middle of the farm. This is a particular concern as given the proposed funding strategy there is a genuine risk that construction will extend over a protracted period; and
 - The raised railway embankment would give rise to a number of detrimental impacts during flood events to both the arable and cattle parts of the farming business.
37. The previous line was closed in the 1950s. The railway line was subsequently purchased from British Rail in 1981. In order to eliminate problems associated

with having land trapped between the railway line and the River Rother, the embankment was removed at considerable time and cost to the Hoad family.

38. These works improved the efficiency of the farming business by reinstating commercially sized arable fields. The effect of the Order will be to undo these benefits. This is important given the development of farming technology and machinery since the embankment was removed. The Landowners have invested in such technology to complement their investment in the removal of the embankment. Modern larger tractors and associated machinery are designed to be used on large commercial arable fields. A return to smaller irregular shaped isolated fields between the embankment and the river will lead to considerable reduction in efficiency and therefore income.
39. Following the construction of the A21 bypass in 1988 the land immediately adjacent to the trunk road has been left as pasture as the road rendered it unsuitable for arable production. In 2002 these fields were also subject to the building of flood defences. When a threat of flood arises, there is a need to move the stock to higher ground. The railway would not only increase the risk of such flood events but also make it considerably harder to move the stock quickly in rising flood water.
40. Following the removal of the railway embankment, the land at the Salehurst end of the farm is currently used for arable crop production due to the alluvial soil. Again, in flood events, the Landowners are concerned that the embankment will impede water flow and increase the time taken for the water to recede. Any such delay will cause potentially fatal damage to any crops planted at that time, leading to a complete loss of harvest. In contrast without the embankment water will recede quickly which the crops are able to withstand.
41. In recent years the farm has invested heavily in its hop enterprise to cater for the increased demand from the craft beer industry. The Landowners have active plans to expand this operation, which for all the reasons set out above will be jeopardised by the proposed railway.

Moat Farm

42. Moat Farm was purchased by Mr and Mrs de Quincey in 1946. At that time the railway was still open but very run down. It was shut down shortly thereafter and the old derelict line was offered to and purchased by Mr de Quincey. This purchase completed the farm and returned it to what it had been prior to the construction of the railway at the turn of the 20th Century.
43. The railway bed and embankment were not removed, but were allowed to return to nature. This acts as a shelter for animals in wet, windy and hot weather. It is now covered by varied vegetation and hundreds of now mature trees including oaks and aspens.
44. The majority of Moat Farm falls within Natural England's Higher Stewardship scheme. This includes that part of the farm to the south of the old railway track bed known as the Water Meadows (used for grazing cattle and sheep) and the part to the north known as the Flower Meadows (used to grow a meadow hay crop and grazed by sheep).

45. There has been no nitrogen or chemical interference on the farm for over thirty years. As a result of which it is a habitat for a wide variety of unusual and significant flora and fauna including, bats, barn owls, nightingales, dormice, moths (including the Blue Underwing moth) and mosses.
46. The provision of the railway embankment would result in the loss of the existing habitats along the old track bed. In turn future maintenance of the track will inevitably involve weed killers and associated pollution, as well as pollution from sulphur and carbon arising from the operation of the trains (including diesel trains). This will have a considerable harmful impact on the many species of flora in the fields either side.
47. Operationally when the railway was previously running four crossing points were provided. The Order only proposes the provision of a single crossing way with an access road running parallel along the southern length of the track. This arrangement will make it impossible to continue to farm the water meadows to the south of the railway as driving stock long distances in order to use the single access bridge and along unfenced orchards is impractical.
48. RVRL have failed to investigate and therefore take account of the terms of Mrs De Quincey's Will. Under the terms of the will, the western part of the farm is to be left in trust for Miss Vanessa de Quincey with eastern part left to Mrs Michell. At this point in time the farm will effectively be sub-divided and the failure to provide more than one bridge means Mrs Michell will have no access to the land south of the railway line.
49. RVRL has failed to engage meaningfully in respect of either Parsonage Farm or Moat Farm to seek to understand the operational impact to both businesses.
50. This is illustrated in the Environmental Statement paragraph 15.7.2 which identifies that in order to adequately mitigate the proposals, they should avoid unnecessary severance of fields and disruption to operation movements of agricultural vehicles and equipment as well as the provision of alternative means of access to the land where necessary.
51. As set out above the Order would result in severance of two fields forming part of Parsonage Farm and following the grant of probate prevent access to part of Moat Farm. These issues were drawn to RVRL's attention a number of years ago but have not been addressed in the application. The conclusion in paragraph 15.8.2 of the Environmental Statement that "the provision of access arrangements has ensured that no parcels of land that can reasonably be accessed will be left isolated" is simply untrue.

E. IMPACTS ON HIGHWAY SAFETY

52. The Landowners have instructed WSP to review the highways impacts of the Order, focusing on the provision of three level crossings, including one across the A21 national trunk road.

Appendix 4

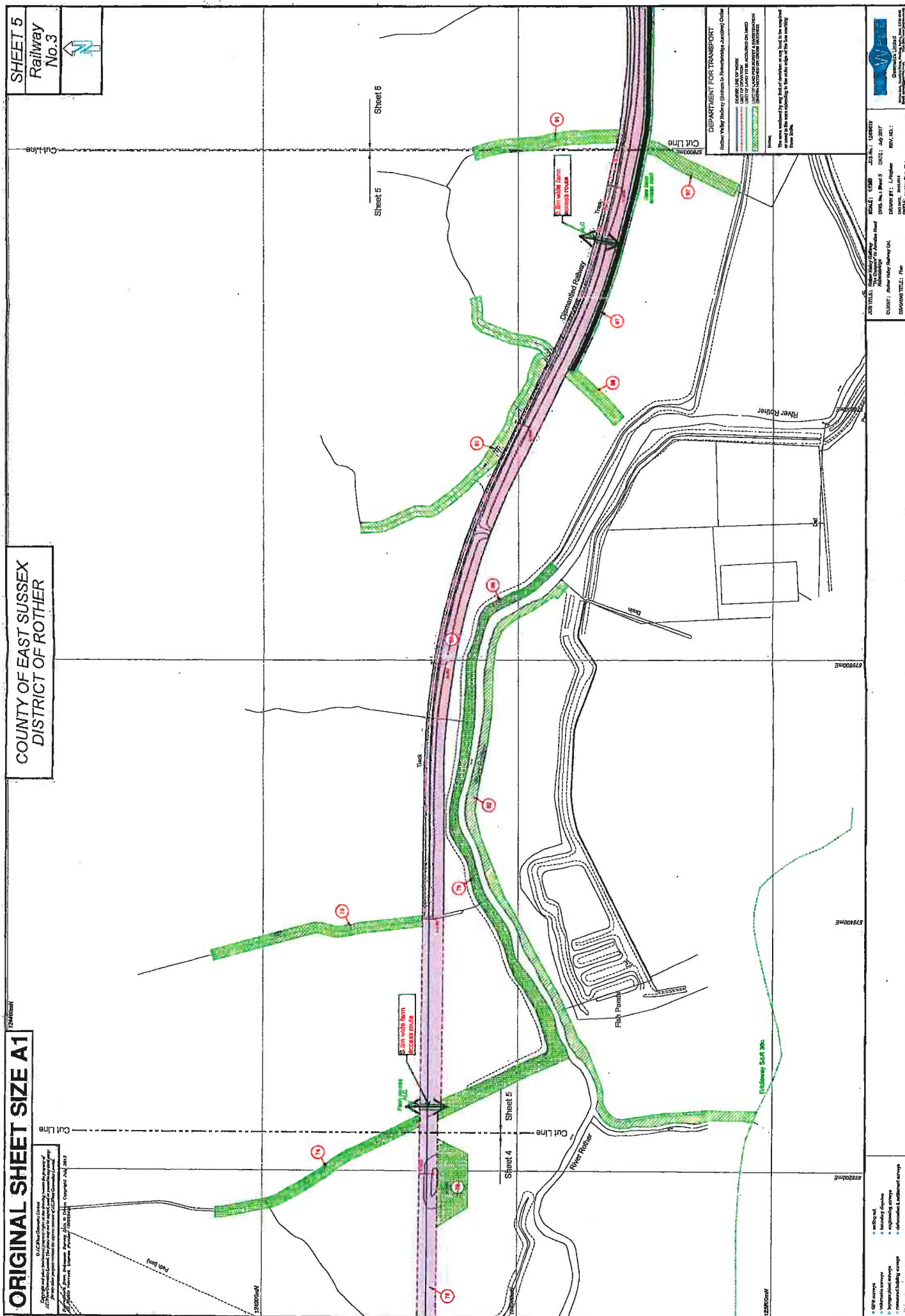
FARM BOUNDARIES AND CROPPING

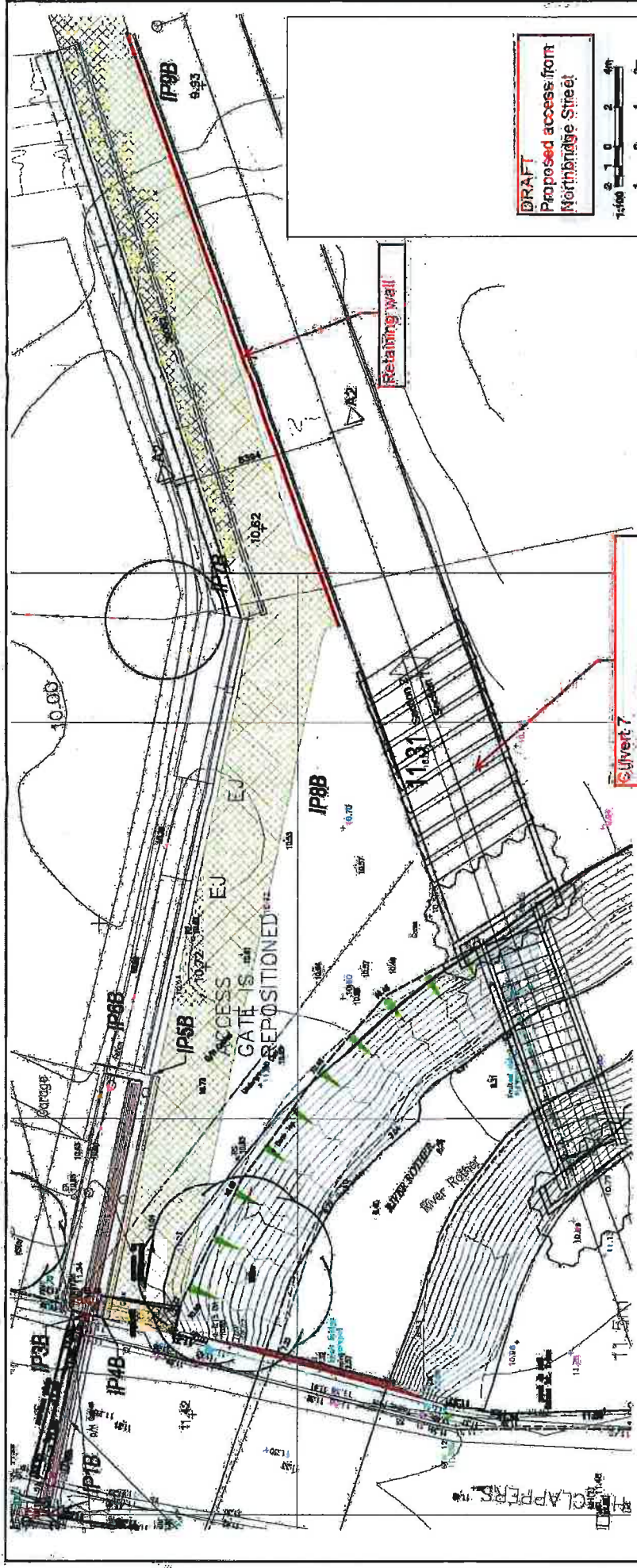
Appendix 5

RVR ACCESS PLANS

COUNTY OF EAST SUSSEX
DISTRICT OF ROTHER

SHEET 5
Railway
No. 3





Sewer 7
 9 x 750 dia PCC pipes
 Invert 9.839
 Soffit 10.580

Access track 10.600

Retaining wall

DRAFT
 Proposed access from
 Northbridge Street



NO.	REV.	DATE	BY	CHKD.	DESCRIPTION
1	1	10/10/10	...	...	...
2	1	10/10/10	...	...	...
3	1	10/10/10	...	...	...
4	1	10/10/10	...	...	...

Project: ...
 Drawing No: ...

Hydro

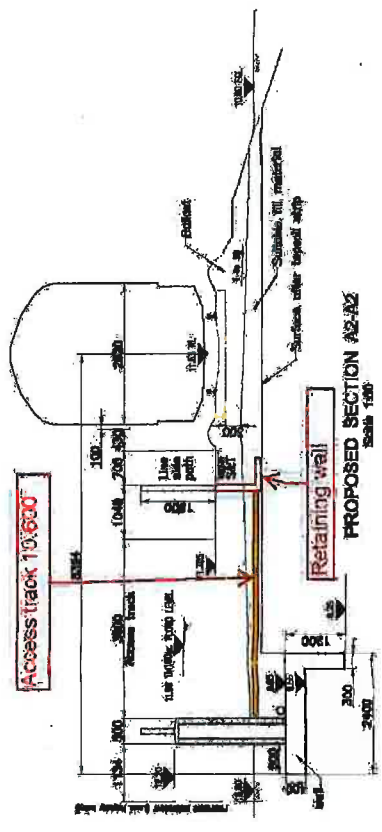
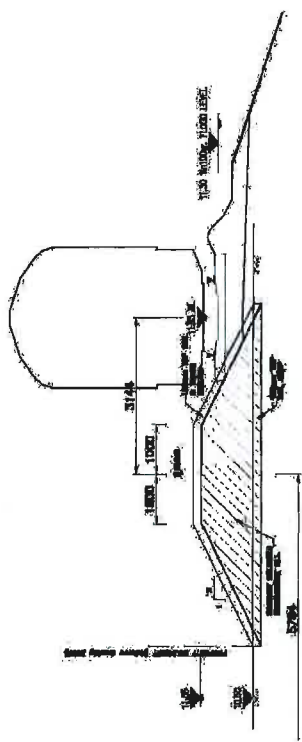
NOTHER VALLEY RAILWAY

FLOOD PROTECTION WORKS
 QH8217

Drawn by: ...
 Checked by: ...
 Approved by: ...

RVR - p - 007

Project: ...
 Drawing No: ...



Appendix 5A

CROSSINGS AT MORGHEW PARK

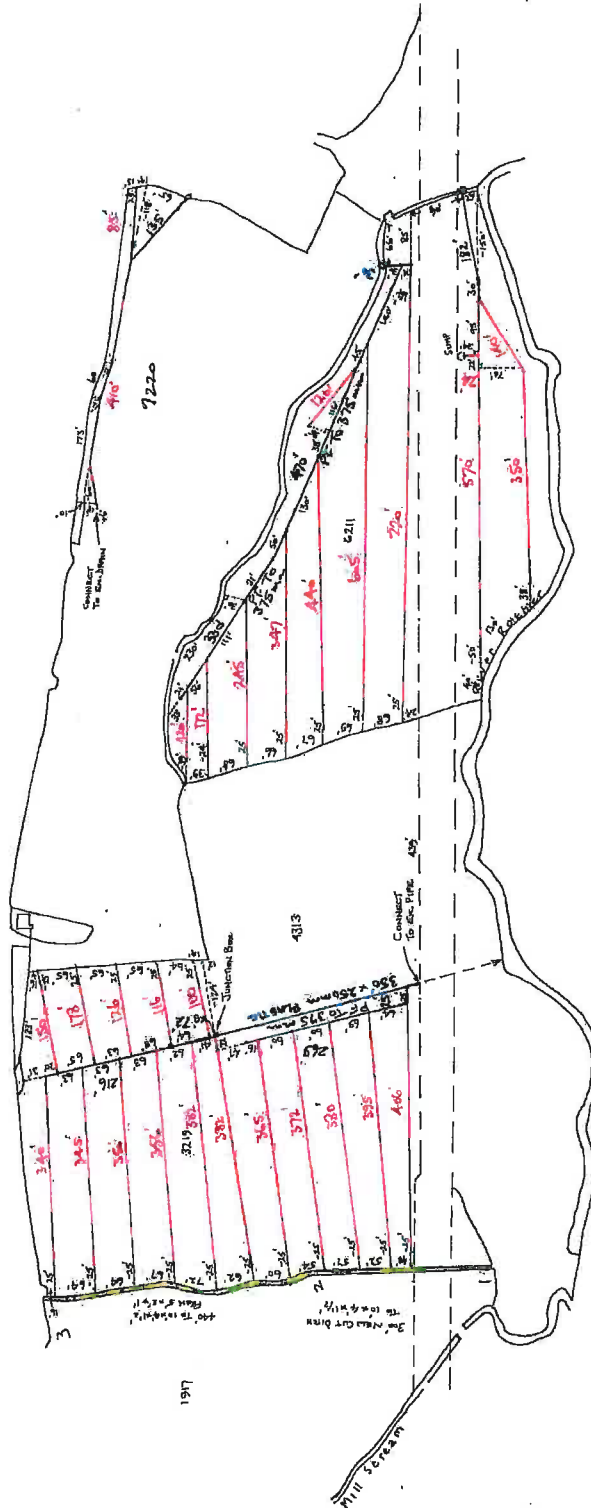






Appendix 6

LAND DRAINAGE PLANS



Hartley, Vince and Burchett Ltd.
Land Drainage Contractors
Tenterden Storage
Appledore Road
Tenterden
Kent TN30 7BE

Scale:
1/2500
Extract from:

A. HOAD ESQ.
REDLANDS FARM,
ROBERTSBRIDGE
EAST SUSSEX.

Based upon Ordnance Survey with
permission of H.M.S.O.
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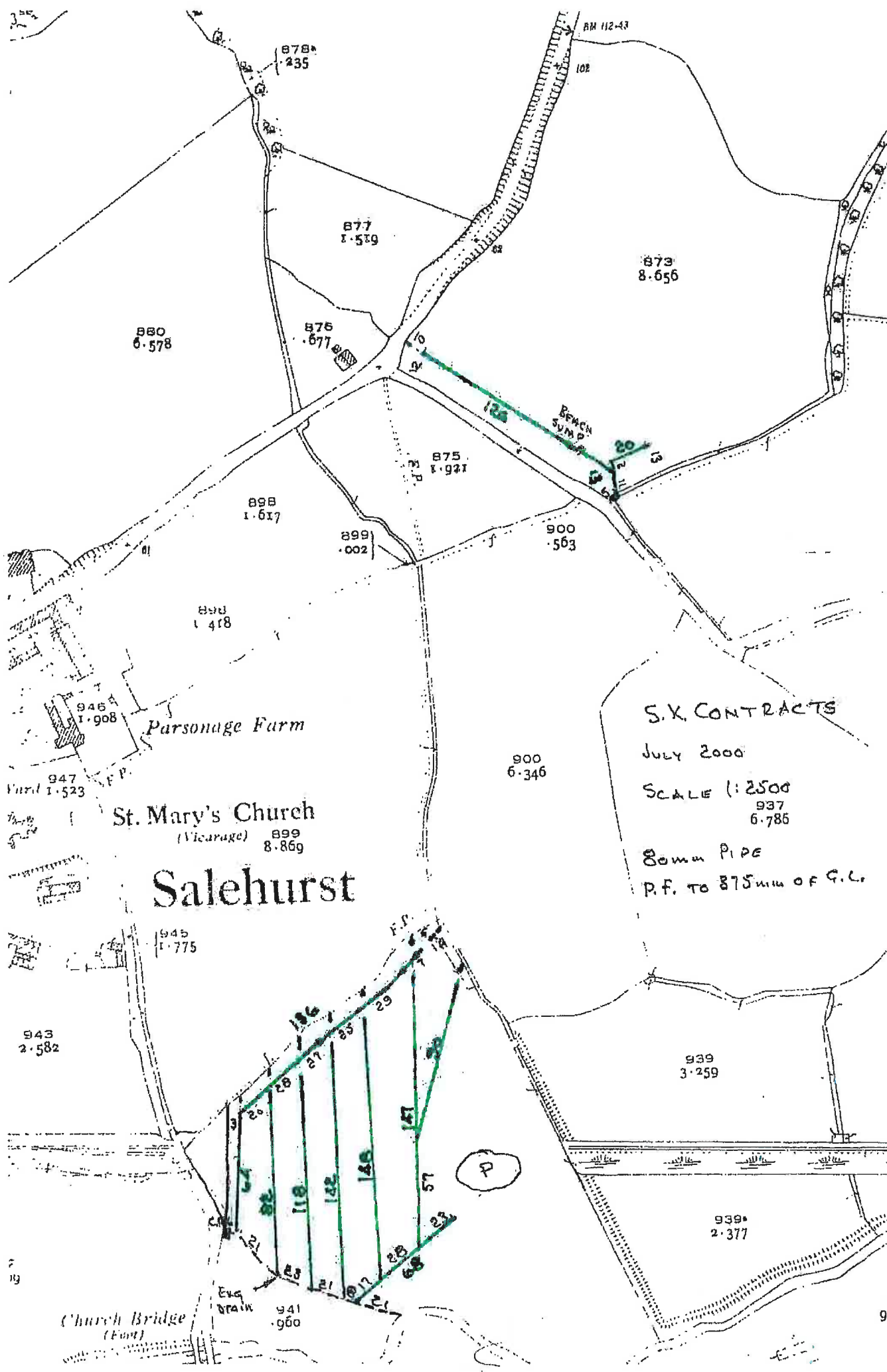
80mm Plastic Field
80mm Plastic Main
100mm Plastic Green
125mm Plastic Black
150mm Plastic Blue
Outfalls
Porous Fill to 375 mm of the surface on laterals and where shown
Porous Fill cover on mains/laterals
Drainage

Average depth of pipes 750 - 800 mm

Certified as a true record
of the drains laid out at SALEAUGUST

John Vince

SEPTEMBER 1978



S.X. CONTRACTS
 JULY 2000
 SCALE 1:2500
 937
 6.786
 80mm PIPE
 P.F. TO 875mm OF G.L.

Appendix 7

SIZE AND USE OF FIELDS

PARSONAGE FARM

Schedule of Existing and Post RVR Field Areas and Uses of Fields affected by RVR

Field No.	Existing		Post RVR	
	Acres	Description	Acres	Description
1	6.36	Pasture		
1a			2.26	Pasture
1b			2.52	Pasture
2	2.6	Pasture		
2a			.46	Pasture
2b			1.8	Pasture
3	4.16	Pasture		
3a			3.86	Pasture
3b			.10	Conservation
4	24.08	Arable		
4a			16.0	Arable
4b			2.57	Pasture
4c			2.98	Pasture
5	9.69	Pasture		
5a			5.9	Pasture
5b			.4	Pasture
5c			2.4	Pasture
6	10.02	Arable		
6a			4.09	Pasture
6b			5.16	Pasture
7	17.64	Arable		
7a			14.0	Arable
7b			3.04	Arable
	<hr/>			
	74.5			

MOAT FARM

**Areas of Fields affected by RVR as shown on plan in Appendix 4
hatched green and including/excluding Plot 98**

	Existing	Description	Post RVR	Description
Fields north of railway	67.97	Pasture	66.19	Pasture
Fields south of railway	25.89	Pasture	25.89	Pasture

Appendix 8

FLOOD ZONE MAP

Flood map for planning

Your reference
ph/RVR

Location (easting/northing)
574321/124090

Created
13 Aug 2019 17:02

Your selected location is in flood zone 3, an area with a high probability of flooding.

This means:

- you must complete a flood risk assessment for development in this area
- you should follow the Environment Agency's standing advice for carrying out a flood risk assessment (see www.gov.uk/guidance/flood-risk-assessment-standing-advice)

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

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<https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>



Flood map for planning

Your reference
ph/RVR

Location (easting/northing)
574321/124090

Scale
1:10000

Created
13 Aug 2019 17:02



- Selected point
- Flood zone 3
- Flood zone 3: areas benefiting from flood defences
- Flood zone 2
- Flood zone 1
- Flood defence
- Main river
- Flood storage area



Page 2 of 2