

Caroline O'Neill

SUPP. 192

From: Kenneth Hammond [REDACTED]
Sent: 31 May 2018 10:00
To: TRANSPORTANDWORKSACT
Subject: Re: Rother Valley Railway join-up with Kent and East Sussex Railway.

Dear Mrs Foster
My address is [REDACTED]
Yours
Kenneth Hammond

On Thu, May 31, 2018 at 9:11 AM, TRANSPORTANDWORKSACT
<TRANSPORTANDWORKSACT@dft.gov.uk> wrote:

Dear sir,

Thank you for your e-mail. In order to register your support formally could you furnish us with a full postal address please?

Kind regards,

Mrs Angela Foster | Transport and Works Act Orders Unit | RSSS | Department for Transport
Tel: +44(0)20 7944 2474 | Email: angela.foster@dft.gsi.gov.uk
Zone 1/14, Great Minster House, [33 Horseferry Road, London, SW1P 4DR](#)

My usual working hours are 7.30-4.00, Tuesday to Thursday.

From: Kenneth Hammond [mailto:[REDACTED]]
Sent: 30 May 2018 15:31
To: TRANSPORTANDWORKSACT <TRANSPORTANDWORKSACT@dft.gov.uk>
Subject: Rother Valley Railway join-up with Kent and East Sussex Railway.

I write to SUPPORT the RVR 2 mile extension to link up with the 12 mile KESR.

The circulated leaflet from the local opposers to the scheme is emotive and misleading;

1. "to plough a railway" betweene Robertsbridge and Bodiam"; the aim is merely to reinstate what was actually ploughed up by the farmer, to the annoyance of local people.

2. A21 "blocked" by level crossing: actually automatic crossings, actuated by the train in proximity. Delays minimal; favourable study by Manchester University not mentioned.
3. "Increased accidents on A21-one of the most dangerous roads in Sussex"; actually a crossing would slow traffic which is likely to have the opposite effect.
4. Flood level plans accepted by Dept of Environment. Actually the cause of the floods was back-up behind the inadequate bridge put in when the bypass was built in the 90s.
5. "No car parking, long delays and disruption" Same argument used at Northiam; no extra car parking eventuated; RVR trustees say the problem didn't arise. People use the train.
6. " Any economic benefit away from Robertsbridge". No. Festiniog Railway benefit to local economy estimated by Bangor University to be £25m a year. That is why Rother District Council approved planning permission.
7. "Environmental damage"; the Environment Agency has been satisfied. This was established in the preparation of the Planning Application.
8. "Farmers forced to sell land and livelihood held for generations". The railway was there in the previous generations lifetimes. Livelihoods will not be adversely affected.
9. "Land grab"; hardly, if the purchase is part of a proper due process, i.e under UK legal process.

I attended the recent local Parish Council meeting, organised by the objector group. It was emotive. Anybody who offered reasons to support the project was subjected to loud comments or laughter. One objector said none of the supporters lived locally; at this a woman said "Well, I do"- and was met with jeers and laughter. I felt there was a bullying atmosphere. Supporters (including myself) thought better of raising counter-arguments. The RVR Chairman said afterwards that the meeting was not intended to be a debate. The rationale for the meeting was unclear. The Parish Council Chair objected to the idea of a CPO, and a motion was passed to inform the Minister of State of their objection; ironic because a CPO is merely part of a due legal process, so a Statutory Body is objecting to basic British law. One of the local farmers talked about pristine meadow being used, which is untrue; also he is reputed to be backing a major greenfield house building site near Bexhill.

I agree with the Rother District Council that this restatement of the old line will be of major local benefit.

Yours sincerely

Dr K.C.Hammond

MBBS,MRCP(UK),FRACP.

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