

30th November 2017

Mr John Slater
C/O Mrs Cheryl Poole
Programme & Projects Officer
Programme Office
Community & Economy Service
Rother District Council
TN39 3JX

Sent via email

Dear Mr Slater

**Re: Salehurst & Robertsbridge Neighbourhood Plan
Mill Site - Proposed Emergency Vehicle Access Route**

Further to detailed discussions at the Neighbourhood Plan Hearing session on 28th September, this submission is prepared on behalf of Hodson's Mill Limited in response to your request for evidence to demonstrate that the Mill Site can be served by an acceptable emergency vehicle access route.

As indicated within paragraph 6 of your Post Hearing Notes (6th October), it was deemed necessary for Hodson's Mill Limited to demonstrate that *"the site could remain safe in the 1 in 100 year flood event and that part of the criteria for assessing if this can be kept safe is whether there could be vehicular access to the site in an emergency"*.

Irrespective of our own views regarding whether delivery of an alternative emergency vehicle access route is required in the context of the NPPF and Planning Practice Guidance, Hodson's Mill Limited has made formal arrangements with relevant landowners to agree the principle of acquiring new land to the west of the site. This will enable delivery of a suitable emergency vehicle access route to serve the development for its lifetime in accordance with your request.

A detailed description and assessment of the new emergency vehicle route (as proposed) is set out below.

Proposed Emergency Access Route

At the Examination Hearing, it was proposed that a potential emergency vehicle access route to serve the Mill Site could, in principle, be achieved via a public footpath and private driveway to the north west of the development site. It was subsequently confirmed by yourself that *"this, in turn, could offer the possibility of the draft allocation passing the Exception Test"*.

As a result of further assessment undertaken by Hodson Mill Limited's professional team and detailed discussions which have taken place with various neighbouring landowners following the Hearing, an opportunity has arisen to deliver an alternative emergency vehicle access route to the north west of the site.

This is considered to represent an acceptable approach on the basis that the exact routing is not critical to the ability of the Emergency Services to access and service the site (as a whole) in the event of a 1 in 100 year flood scenario.

The alternative proposed route (as identified on the enclosed layout plan Ref 1228-SK-311) will offer an enhanced solution on the basis that it is 359 metres from the edge of the site to the public highway, over 40% shorter than the previously proposed route.

It is appreciated that you did not have the opportunity to walk the new route following the Hearing. On this basis, a detailed description of the proposal (with reference to accompanying photographs) is summarised below.

- The new route for emergency vehicles starts in the layby off the A21 which is a public road (view 1, as marked on 1228-SK-311);
- It then enters the southern edge of Slides Farm along the line of an existing permissive footpath (view 2&3);
- As it starts to overlap with the Openfield Land, immediately to the south of Slides Farm, the route crosses over to the northern edge of the Openfield Land (view 4);
- It then proceeds to the northern corner of the Mill Site which lies immediately to the west of this field (view 5);
- From here it links up with the main Hodson's Mill Road, "The Avenue";
- The whole route is up a gentle hill and fully open to the sky. There are no tree issues. There are only very poor quality self-seeded trees to be removed at the entrance from the layby;
- There is adequate room for the route to be separated from the fields by a deer fence (if deemed necessary) with only one emergency-only access gate at the lay-by entrance with a warning dead end/ no exit sign from the Hodson's Mill site, and
- There is potential to deliver a range of different surfaces that would be deemed acceptable for use by the emergency services. Whilst the final materials should be agreed at the appropriate time in accordance with any future planning permission, there is clear scope to deliver a solution such as reinforced gravel surface which is SUDs compliant. It is essentially similar to the previous grass road proposal but with gravel in the plastic grids instead of topsoil. This will potentially require less maintenance and is more resilient.

The emergency access route will lead to an existing layby situated off the A21. The enclosed plan Ref ITP-135-1-02 prepared by Inspire Transport, provides a detailed plan of the access where it would join the A21 service road. A 'field access' layout in accordance with Design Manual for Roads and Bridges TD 41/95 layout 1 is proposed, providing ease of access for all emergency vehicles.

Collapsible bollards would be provided to prevent unwanted use but still allow emergency access. The existing available Stopping Sight Distances for approaching vehicles would be approximately 52 metres. Given that the access would be for emergency use only and that speeds within the layby will be low, this is considered to represent an acceptable solution. It proposes an 'at grade' access for the first 10 metres and at 1:10 thereafter to tie in to existing field gradients of approximately 1:12 to 1:13.

The details of the proposed access to the A21 have been reviewed and assessed as acceptable in principle by David Bowie of Highways England (please refer to attached correspondence dated 23rd November 2017).

Confirmation of Agreement to Purchase Land

Please refer to the enclosed plan (Ref 1228-SK-311 – Land Registry maps) which confirms the ownership titles for the parties who currently control land required to deliver the proposed emergency vehicle access route.

A number of meetings and discussions between representatives of Hodson's Mill Limited and Openfield have taken place in the 2 month period since the Examination.

Please refer to enclosed email correspondence dated 1st November from the Chief Financial Officer of Openfield, confirming that Board Members had chosen to agree to the principle of selling the strip of land (identified on Plan Ref 1228-SK-311) to Hodson's Mill Limited to achieve emergency vehicle access.

In a similar manner, several meetings between Hodson's Mill Limited and representatives of Slides Farm have taken place following the Examination. Following the most recent meeting with legal representatives of Slides Farm on 28th November, signed documentation is enclosed which indicates that the strip of land (identified on Plan Ref 1228-SK-311) will be sold to Hodson's Mill Limited.

Notwithstanding the above "in-principle" agreements, Hodson's Mill Limited reserves its right to continue to pursue all reasonable endeavours to deliver an acceptable emergency vehicle route in the most efficient and effective terms (which may ultimately involve agreement with separate landowners for an alternative solution) prior to any planning approval which may be granted at the site in the future. Clearly, any alternative proposal would be subject to the same assessment and agreement from the Emergency Services and Local Authority in terms of suitability.

Confirmation of Emergency Services Agreement to Usability of Proposed Emergency Access Route

Please refer to attached correspondence received from Craig Williams (Fire Safety Inspector - East Sussex Fire & Rescue Service) on 27th November confirming that the proposed access route for fire appliances is acceptable.

Please also refer to the enclosed correspondence from Steve Carpenter (Senior Contingency Planning & Resilience Manager - South East Coast Ambulance Service NHS Foundation Trust) received on 28th November confirming that the proposed access route for ambulance vehicles is acceptable.

Summary

The submission provides the necessary evidence, in advance of the deadline of 30th November 2017, to demonstrate that an acceptable emergency vehicle access route can be achieved that is:

1. Deliverable and maintainable, and
2. Acceptable for use by the relevant emergency service providers (Fire and Ambulance).

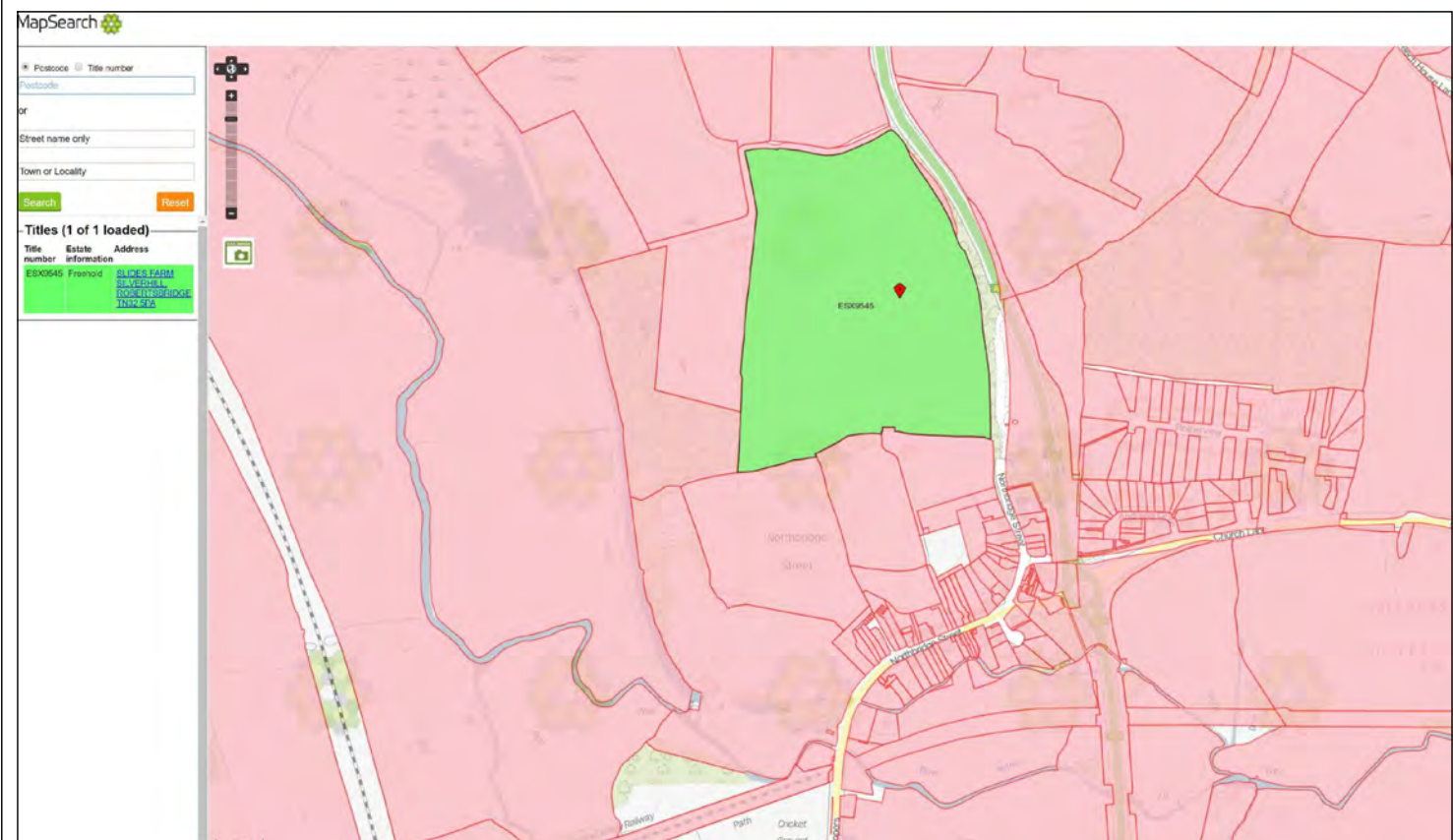
Accordingly, we trust that this information will assist you in reaching your conclusion in respect of whether the Mill Site can remain as an allocation for up to 100 homes within the Neighbourhood Plan, given that it has been demonstrated that the site can meet requirements for remaining "safe for the lifetime of the development".

As discussed at the Hearing, it is worthwhile noting again that all residential buildings (including the existing Mill building) are linked by higher land above the maximum predicted flood levels. As such, no residential building would be isolated during a worst case scenario flood event (i.e. surrounded by flood water).

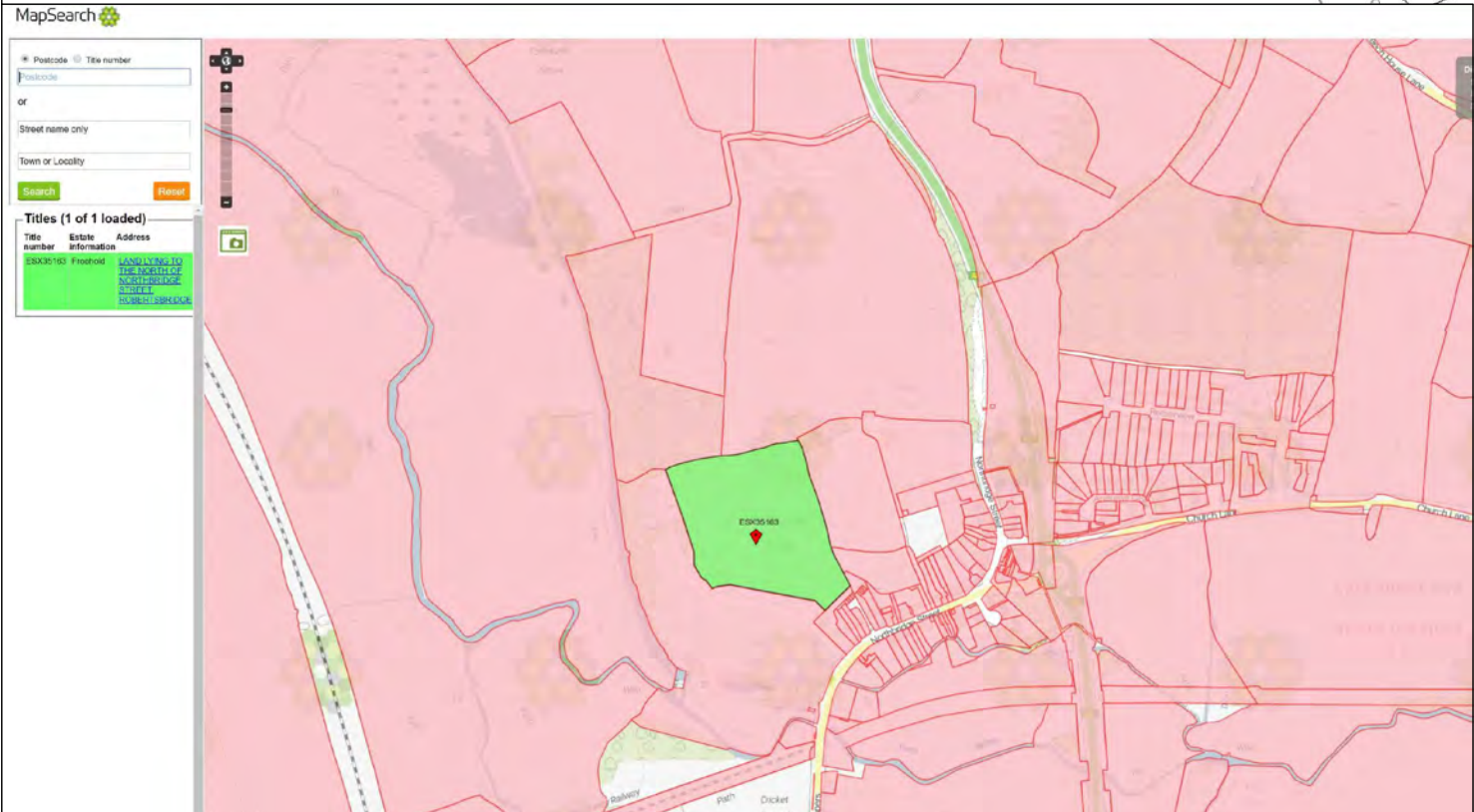
If you have any questions or queries, we would be very happy to discuss these with you to enable you to reach a decision and for the Neighbourhood Plan to progress toward adoption.

Yours sincerely

Hodson's Mill Limited



LAND REGISTRY MAP - SLIDES FARM - ESX 9545



LAND REGISTRY MAP - OPENFIELD LTD. - ESX 35163

NOTE:
BLUE LINE = TARMAC OR PAVED ROUTE,
PURPLE HATCH = 4M WIDE REINFORCED
GRAVEL PATH FOR EMERGENCY VEHICLE
ACCESS.

HODSONS
MILL
SITE

NOTE:
REFER TO LANDSCAPE
ARCHITECTS DRAWINGS
FOR DETAILED HARD AND
SOFTLANDSCAPING DESIGN

BLOCK PLAN OVERLAID WITH OS PLAN, 1:2000@A1, 1:4000@A3



VIEW 1: LAY-BY OFF A21



VIEW 2 : SLIDES FARM - FOOTPATH



VIEW 3: SLIDES FARM - FOOTPATH



VIEW 4: OPENFIELD LAND



VIEW 5: OPENFIELD LAND



DEER FENCE BETWEEN FIELD
AND EMERGENCY ESCAPE ROUTE



EMERGENCY ESCAPE ROUTE:
POTENTIAL FOR
REINFORCED GRAVEL
ON 150MM HARDCORE

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Revision, Date
-
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add+ architects

Add Architects Ltd.
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Telephone: + 44 (0) 1273 669 469
Website: www.addarchitects.co.uk

Client
Hodson's Mill Ltd.
Oakham House, Silverhill,
Hurst Green, Ectingham,
TN19 7QE

Project
HODSON'S MILL,
NORTHBRIDGE STREET,
ROBERTSBRIDGE

Drawing Title
SKETCH:
FLOOD ESCAPE
ROUTE.
OPTION 2

Scale AS SHOWN	Drawn by DMS
Date OCTOBER 2017	Checked by HD / JD
Drawing Number 1228-SK-311	Revision -

From: "Bowie, David" <David.Bowie@highwaysengland.co.uk>
To: "'andrew@inspiretransport.co.uk'" <andrew@inspiretransport.co.uk>
Cc: Tim Cropper <info@mialex.co.uk>, 'Hugh Dennis' <hdennis@addarchitects.co.uk>, 'Maximillian Meyer' <max@hodsonsmill.com>, Planning SE <planningse@highwaysengland.co.uk>, "Bown, Kevin" <Kevin.Bown@highwaysengland.co.uk>, "Cleaver, Elizabeth" <Elizabeth.Cleaver@highwaysengland.co.uk>, "Franklin, Richard" <Richard.Franklin@highwaysengland.co.uk>
Subject: RE: Hodson's Mill site, Robertsbridge
Date: 23 November 2017 13:34:11 GMT

Dear Andrew,

Hodson's Mill site, Robertsbridge planning application no. RR/2017/382/P

Thank you for your emails regarding the Hodson's Mill Site at Robertsbridge. Please note that Highways England have a 21 day turn around period for response to communications and where achievable we try to better this target although you will appreciate that this is not always possible due to work load.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A21 at Robertsbridge.

Previously, when consulted by the Local Authority on their Strategic Housing Allocations in Robertsbridge, subject to detailed Transport Assessment and the understanding that there would be

no new direct connections to the A21 Trunk Road, Highways England were not of the opinion that there would be severe impacts to the operation of the SRN. Highways England have been consulted on the detail of this planning application no. RR/2017/382/P and we provided a formal final response on the 28th July 2017 which I attach for ease of reference but which I don't appear to be able to locate on the council's planning portal.

In relation to this application I confirm receipt of the plans showing the provision of an emergency only access to the site which connects into the layby on the A21 trunk road immediately north of Robertsbridge roundabout. The layby forms part of the SRN and as previously mentioned new access to the SRN would be resisted. However, Highways England understand the requirement to provide an emergency access to the site bearing in mind that the agreed main site access is within an area at high risk of flooding. Accordingly, in principle Highways England would not seek to object to the proposed emergency access into the A21 layby. However, our position in this regard is predicated on the basis that;

- the design is compliant with current highways standards as given in the Design Manual for Roads and Bridges,
- could be implemented in a manner which would not allow the emergency route to be used by vehicular traffic unless in an emergency (a traffic order would be insufficient and robust physical measures are likely to be needed),
- would prohibit risk of 'fly tipping' and 'traveller ingress',
- could not be converted to an access road at some later time for this or any other development,
- be subject to Road Safety Audit and Non Motorised User assessments in accordance with the latest standards on such, and
- the emergency access will not form part of the SRN other than

its immediate connection into the A21 layby.

I trust that the above is of assistance and if you require any further information please contact me again.

Kind regards

David

David Bowie Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ **Mobile:** + 44 (0) 7900 056130 **Web:** <http://www.highways.gov.uk>

From: andrew@inspiretransport.co.uk [<mailto:andrew@inspiretransport.co.uk>]

Sent: 14 November 2017 11:45 **To:** Bowie, David **Cc:** 'Tim Cropper'; 'Hugh Dennis'; 'Maximillian Meyer' **Subject:** Hodson's Mill site, Robertsbridge

Importance: High

Dear David, we act on behalf of Hodson's Mill Ltd in respect of transport work for the above site, which is accessed via Northbridge Street, Robertsbridge. Northbridge Street is accessed via a roundabout onto the HE controlled A21. A mixed use planning application on the site for 96 dwellings plus non-residential floorspace comprising 280 sqm (Use Class A3) and 920 sqm (Use Class B1) was submitted in February this year, numbered RR/2017/382/P. The application is currently undecided. The proposals are well supported by the local residents as it will remove the existing run down mill that currently exists on the site whilst providing much needed housing provision. I am not sure who at HE is dealing with this application and if not you I would be grateful if you would forward this email to the correct person.

A question has now been raised by the Rother District Plan Examiner regarding provision of alternative emergency access in the event that a

significant flooding event should occur. The client is endeavouring to satisfy this request and a tight timescale exists (end of November) in order to satisfy the Examiner. The best emergency access route that could be achieved would be to the northeast of the site, via adjacent farmland, to the nearby A21 service road, please see plan 1228-SK-311 for the route between the site and the A21 service road, which serves a parking area. Preliminary discussions/agreements have already taken place with the necessary land owners to secure access.

We have also provided a more detailed plan of the access where it could join the A21 service road. You will see that a 'field access' layout in accordance with DMRB TD 41/95 layout 1 is proposed, giving ease of access for emergency vehicles such as fire appliances. Collapsible bollards would be provided to prevent unwanted use but still allow emergency access. The existing available Stopping Sight Distances for approaching vehicles would be approximately 52 metres. Given that the access would be for emergency use only and that speeds within the layby will be low, we consider this adequate provision. We propose an 'at grade' access for the first 10 metres and at 1:10 thereafter to tie in to existing field gradients of approximately 1:12 to 1:13.

I would be grateful if you could confirm that the proposal is acceptable to HE. Please do call me to discuss further if need be.

Kind regards,

Andrew Slater MSc., MCIHT, Director

DD 01737 457170 M 07801 561109

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Brighton Office: 32 Windlesham Road, Shoreham, BN43 5AE

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<https://www.gov.uk/government/organisations/highways-england> |
info@highwaysengland.co.uk**

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Simon Jones (Divisional Director),
Network Delivery and Development
South East Region
Highways England.
PlanningSE@highwaysengland.co.uk

To: Rother District Council – FAO Mr M Cathcart
planning@rother.gov.uk

CC: transportplanning@dft.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: RR/2017/382/P

Location: Hodson's Mill, Northbridge Street, Salehurst, Robertsbridge, TN32 5NY.

Proposal: Erection of 98 no. residential dwellings(Class C3), non-residential floorspace comprising 280sqm(Class A3) and 920sqm Class B1) and associated access, car/cycle parking, open amenity space, strategic landscaping and green infrastructure and including restoration works to the Mill Building and Oast House.

Referring to the notification of a planning application dated 2 June 2017 referenced above, in the vicinity of the A21 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we:

a) offer no objection*

**on the basis of the information supplied, trips generated will be of a level and distribution that will not materially affect the safety and/or operation of the SRN. Therefore we do not offer any objections or requirements relating to the proposal.*

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~

- ~~e) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is not relevant to this application.¹

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. This response represents our formal recommendations with regard to RR/2017/382/P and has been prepared by the Area 4 Spatial Planning Team.

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gsi.gov.uk.

Signature: 	Date: 28 July 2017
Name: Kevin Bown	Position: Spatial Planning Manager
Highways England:	
Highways England, Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ	
Kevin.Bown@highwaysengland.co.uk	

¹ Where relevant, further information will be provided within Annex A.

From: "Bowie, David" <David.Bowie@highwaysengland.co.uk>
To: 'Mark Cathcart' <Mark.Cathcart@rother.gov.uk>
Cc: Planning SE <planningse@highwaysengland.co.uk>, "Bown, Kevin" <Kevin.Bown@highwaysengland.co.uk>, "Cleaver, Elizabeth" <Elizabeth.Cleaver@highwaysengland.co.uk>, "Franklin, Richard" <Richard.Franklin@highwaysengland.co.uk>
Subject: Robertsbridge - Hodson's Mill - RR/2017/382/P
Date: 28 July 2017 18:33:21 BST

For the attention of: Mr M Cathcart

Site: Hodson's Mill, Northbridge Street, Salehurst/Robertsbridge.

Development: Erection of 98 no. residential dwellings (Use Class C3), non-residential floorspace comprising 280 sqm (Use Class A3) and 920 sqm (Use Class B1), and associated access, car/cycle parking, open amenity space, strategic landscaping and green infrastructure and including restoration works to the Mill Building and Oast House.

Planning Application No: RR/2017/382/P

Highways England Ref: HAMIS 78042

Dear Mark,

Thank you for consulting Highways England on the planning application at Hodson's Mill, Northbridge Street, Salehurst / Robertsbridge.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities

and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A21 at Salehurst / Robertsbridge.

Further to our recent communications regarding our initial concerns over this application, I can now confirm that we have visited the roundabout and measured the geometric values that were causing concerns. As suspected, the geometric parameters used in the consultants modelling of the roundabout were generous compared to those actuals measured on site. Highways England therefore do not agree with the geometry used for modelling and the accordingly the outputs from the modelling are not accepted.

In order to assist the planning authority we have undertaken our own assessment of the roundabout and have satisfied ourselves that the traffic impacts from the proposed development can be accommodated within the existing highway infrastructure without any highway improvements. Therefore, we are satisfied that the development will not materially affect the safety and/or operation of the SRN and accordingly offer no objections or conditional requirements relating to the proposal. I attach our formal HEPR response form in this regard for your records.

Should you have any queries regarding this matter, please contact us.

Kind regards,

**Sent on behalf of Kevin Bown, Spatial (Town) Planning Manager
BSc(Hons) MPhil CMS MRTPI**

David

David Bowie Highways England Company Limited | Registered
Office: Bridge House, 1 Walnut Tree Close, Guildford GU1
4LZ | Registered in England and Wales No. 9346363
Mobile: + 44 (0) 7900 056130 **Web:**
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East Sussex Fire & Rescue Service

East Business Fire Safety Office

Bohemia Road, Hastings

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TN34 1EX

Tel: 01323 462133

Switchboard: 0303 999 1000

E-mail: East.BusinessSafety@esfrs.org

In the case of emergency please dial 999

Mr J Barwick
Hodsons Mill Ltd.
Ockham House
Silverhill
Hurst Green
East Sussex
TN19 7QE

27 November 2017

please ask for
Craig Williams

our ref
CW/KB/40001812

your ref
N/A

Dear Sir

**EAST SUSSEX ACT 1981, SECTION 35 - ACCESS FOR FIRE APPLIANCES
DRAWING NUMBER: 1228-SK-311
PREMISES: HODSONS MILLS, NORTHBRIDGE STREET, ROBERTSBRIDGE**

The plans deposited with this Authority on 13 November 2017 for consultation under the above mentioned Act have been examined and the following observations are made:-

Access for fire appliances is satisfactory.

The weight of fire appliances currently in use in East Sussex exceed the minimum carrying capacity for vehicle access routes specified in Table 8, Section 11, Part B5 of the Building Regulations, (Volume 1). The minimum carrying capacities should be increased to 17 tonnes for pumping appliances and 20 tonnes for high reach appliances with 27 tonnes for bridges or similar structures.

A copy of this letter has been sent for information to the Local Authority who are empowered to reject an initial notice which does not comply with a local enactment.

When considering active fire safety measures for all types of premises, including residential and domestic buildings, East Sussex Fire & Rescue Service would recommend the installation of sprinkler systems. Information concerning guidance and standards for domestic and commercial sprinkler systems is available by reference to British Standard, Codes of Practice BS 9251 & BS EN 12845.

Should you require further advice or clarification, please do not hesitate to contact me at the above address.

Yours faithfully

A handwritten signature in black ink, appearing to be 'C. Williams'.

**FIRE SAFETY INSPECTOR
FOR CHIEF FIRE OFFICER & CHIEF EXECUTIVE**

Emailed copy to Planning Dept – Rother Area

From: Steve Carpenter <Steve.Carpenter@secamb.nhs.uk>
To: John S Barwick <johnbarwick567@btinternet.com>
Cc: Walter Meyer <walter.meyeratockham@gmail.com>, Maximillian Meyer <max@hodsonsmill.com>, Tim Cropper <info@mialex.co.uk>
Subject: RE: Ambulance access, Hodsons Mill, Northbridge St, Robertsbridge
Date: 28 November 2017 22:57:14 GMT

Hello John

Based on the information that you have provided in this email and our previous correspondence, I can confirm that proposed route will provide an acceptable alternative access to the Hodsons Mill site in the event the principal access cannot be used in an extreme weather event flooding incident.

I hope this information is helpful.

Regards

Steve Carpenter | Senior Contingency Planning & Resilience Manager | South East Coast Ambulance Service NHS Foundation Trust

Mobile: 07771933975 | Secure Email: steve.carpenter@nhs.net | Pager: 07623 916480 | ISSI: 6374 |

From: John S Barwick [mailto:johnbarwick567@btinternet.com] **Sent:** 23 November 2017 10:10 **To:** Steve Carpenter <Steve.Carpenter@secamb.nhs.uk> **Cc:** Walter Meyer <walter.meyeratockham@gmail.com>; Maximillian Meyer <max@hodsonsmill.com>; tim cropper <info@mialex.co.uk> **Subject:** Re: Ambulance access, Hodsons Mill, Northbridge St, Robertsbridge

Dear Steve,

My apologies for contacting you again in relation to this matter, but we have now secured an alternative emergency access to this site as the Examiner required, and are required to demonstrate that the

Emergency Services consider it adequate and acceptable for their use.

I appreciate that you had already indicated that using the principle entrance to the site was not expected to be an issue for SECAMB in the event of flooding, but I would be grateful if you would confirm that the following proposal for an alternative access is acceptable to SECAMB for use in the event that access by the main entrance is not available:

a) The route is set out in the attached plan, will have a minimum cleared width of 3.7m and is approximately 360m from the A21 entrance point to the site boundary. The route has been designed by transport specialists and checked against tracking data for a larger vehicle (fire appliance). Access from the main road will be via collapsible bollards.

b) At a minimum the access will be soil reinforced with a product such as Park 40, which is DIN 4102 approved for Emergency access sites, fire resistance, and DIN in ISO 124 & B125 Approved for car parks access roads and storage areas. and Part M building regs approved for disabled access. The product provides a 10 ton axle loading capability which seems to comfortably exceed the standard ambulance weight of 5.7t on two axles as advised.

I attach a brochure for this product showing it installed both as soil reinforcement and with gravel infill, its performance is similar in either application. At the moment we favour the “flip & clip” method to reinforce the soil primarily because it will be the least visually intrusive solution in this sensitive agricultural landscape and can be maintained by topping as would be applicable to the rest of the fields which are primarily put to grazing. If that system is not adopted we confirm that only a system or engineered design providing equal or better performance will be adopted.

I'd be grateful for your confirmation this access route is acceptable is acceptable to SECAMB.

Should you wish to discuss any aspect my contact number is 07931 942912.

Kind Regards

John Barwick.

From: [Steve Carpenter](#)

Sent: Friday, October 6, 2017 10:29 AM

To: [Chris Stamp](#) ; [John S Barwick](#)

Cc: [Walter Meyer](#) ; [Maximillian Meyer](#)

Subject: RE: Ambulance access, Hodsons Mill, Northbridge St, Robertsbridge

Hi John

Thanks for speaking with me this morning.

As discussed, I can confirm that we have a range of vehicle capabilities that we could use during a flooding situation, which could cope with that depth of water. As you indicated, these would be deployed based on clinical and operational need of the given situation.

Clearly we would not be able to guarantee that every asset would be available all the time, however, they do would work alongside other organisation with similar assets to provide a response should it be required. This does help to mitigate the risks associated with this.

Apologies, that I'm not able to comment on all your questions, however, I hope this information is useful.

Regards

**Steve Carpenter | Senior Contingency Planning & Resilience Manager |
South East Coast Ambulance Service NHS Foundation Trust**

Mobile: 07771933975 | Secure Email: steve.carpenter@nhs.net | Email to
Pager: [07659551892@paging.vodafone.net](tel:07659551892) | ISSI: 6374 |

From: Chris Stamp **Sent:** 04 October 2017 17:37 **To:** John S Barwick
<johnbarwick567@btinternet.com> **Cc:** Steve Carpenter
<Steve.Carpenter@secamb.nhs.uk>; Walter Meyer
<walter.meyeratockham@gmail.com>; Maximillian Meyer
<max@hodsonsmill.com>; Sue Orchard <Sue.Orchard@secamb.nhs.uk>
Subject: RE: Ambulance access, Hodsons Mill, Northbridge St, Robertsbridge

Hi John,

Thanks you for your enquire and I will ask Steve by
reply of this mail to provide the information you require

Please let me know if you need anything further.

Sue please place on the action list for Steve.

Chris Stamp
Resillience and Specialist Operations Manager
South East Coast Ambulance Service NHS Foundation Trust



Mobile 07899992074



01622 740577

Be Proud **Show Respect** **Have Integrity** **Be**
Innovative **Take Responsibility**

From: John S Barwick [<mailto:johnbarwick567@btinternet.com>] **Sent:** 03 October 2017 17:48 **To:** Chris Stamp <Chris.Stamp@secamb.nhs.uk> **Cc:** Steve Carpenter <Steve.Carpenter@secamb.nhs.uk>; Walter Meyer <walter.meyeratockham@gmail.com>; Maximillian Meyer <max@hodsonsmill.com> **Subject:** Ambulance access, Hodsons Mill, Northbridge St, Robertsbridge

Dear Mr Stamp,

Many thanks for speaking with me earlier at what must be a busy time.

As explained, I act for the owners of this site who are in the process of securing permission for approximately 98 residential units with some ancillary commercial uses. This site is identified in the draft Neighbourhood Plan by Robertsbridge and Salehurst Council as their preferred site for meeting identified housing need in the area. The site, in common with other areas of Robertsbridge, is on a flood plain subject to existing defences adequate for a 75 year return period storm.

In the event of a 100 year return period storm, with climate change surcharge, studies show these would overtop; resulting in the existing access road flooding to a design depth of approximately 1m. All of the proposed units have pedestrian escape routes that would remain dry in worst case scenarios and services are suitably hardened, the issue is purely vehicular access. The access is a low point and once past that substantial “dry” areas would be accessible to vehicles to park and load.

The Neighbourhood Plan is currently being considered by an Inspector. In the course of his recent hearing he expressed concern that Emergency Services, but most particularly the Ambulance Service, would not be able to drive onto site during a 100 year storm event. On the basis of that belief he has tasked Hodsons Mill Ltd to explore providing an alternative access across neighbouring fields and woodland on the higher ground to the north. Because this crosses predominantly agricultural land, skirts woodland and adjacent areas of outstanding natural beauty, and is intended for very infrequent use, any solution here is itself not without problems. We envisage an acceptable alternative can be provided in "grasscrete" or similar geotextile soil reinforcing system, adequate to support a standard Ambulance which I understand weighs about 5 tonne gross, but are not convinced of the actual need for this solution.

I have of course looked at SECAMB's comprehensive Resilience and Contingency Plans and it seems clear that in the event of a 100 year event storm these would be adopted anyway and with that follows an assumption of the deployment of specialist vehicles on the SECAMB fleet and possible availability of additional specialist transport through the multi agency co-operation envisaged in such circumstances. I was grateful for your confirmation SECAMB already has on fleet ambulance vehicles which can wade 1m or better.

As we discussed I am hoping to be able to reassure the Inspector that his concerns are unfounded and would be immensely grateful if you could;

a) Confirm that the Ambulance Service currently has vehicles capable of accessing the site when the entrance is flooded to a depth of 1m. If it is the case that in the event of there being a 100 year event storm Contingency Planning would already be in place and even greater

logistic support for the service (albeit on a triage basis) can be fairly assumed, it would be helpful to reference that in your reply.

If in consequence you conclude that an alternative route is not required by the Service, and felt able to make such a statement, that would obviously help put the matter beyond doubt.

b) Should the Inspector insist on an alternative route, confirm a geotextile reinforced grass surface track, with a clear track width of 2.75m and rated for vehicles of 5 tonne or more, through to Northbridge Street (at a point closer to the A21), and with appropriate signage, would be acceptable in principle. Obviously if you feel an alternative access is required and have any specific preferences for materials and/or design please let me know.

Please feel free to call me should you need to discuss this further.

Yours Sincerely

John Barwick
07931 942912

From: Tim Cropper <info@mialex.co.uk>
To: Tim Cropper <info@mialex.co.uk>
Subject: FW: Land to the north of Northbridge St, Robertsbridge title number ESX35163. Subject to Contract. Without Prejudice
Date: 29 November 2017 18:49:15 GMT

From: John S Barwick [mailto:johnbarwick567@btinternet.com] **Sent:** 29 November 2017 13:45 **To:** Tim Cropper <info@mialex.co.uk> **Subject:** Fw: Land to the north of Northbridge St, Robertsbridge title number ESX35163. Subject to Contract. Without Prejudice

Tim,

David's confirmation of Board agreement to the sale.

Regards

John

From: [David Anderson](#)

Sent: Wednesday, November 1, 2017 9:03 AM

To: [John S Barwick](#)

Subject: RE: Land to the north of Northbridge St, Robertsbridge title number ESX35163. Subject to Contract. Without Prejudice

Dear Mr Barwick

As promised I put your proposal to our Board yesterday.

They will agree to accept your offer but subject to an overage deed in the event of a change of use being granted. As you say this is unlikely however that is the condition the Board require.

Kind Regards

David Anderson
Chief Financial Officer

Openfield
Honey Pot Lane
Colsterworth
Grantham
Lincolnshire NG33 5LY

Telephone: 01476 862730
Direct Dial: 01476 862720
Mobile: 07484 513950
david.anderson@openfield.co.uk
www.openfield.co.uk

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Lincolnshire NG33 5LY
VAT No: GB 730 1645 66

From: John S Barwick [<mailto:johnbarwick567@btinternet.com>] **Sent:** 26
October 2017 10:04 **To:** David Anderson
<david.anderson@openfield.co.uk> **Cc:** Walter Meyer
<walter.meyeratockham@gmail.com>; Maximillian Meyer

<max@hodsonsmill.com> **Subject:** Re: Land to the north of Northbridge St, Robertsbridge title number ESX35163. Subject to Contract. Without Prejudice

Dear Mr Anderson,

Many thanks for your mail.

You mention your team has substantively changed from those who received the original offer from my Client of £CONFIDENTIAL on the basis of Agricultural Value. My Client is prepared to consider a revised offer of £CONFIDENTIAL for the 6.5 acres, which we believe is very much at the top end of its existing use value (and there are no alternative uses in prospect given the local and regional plans) and I hope your team will consider this revision adequate and reasonable in all the circumstances.

Regards

John Barwick

Hodson's Mill Limited

Ockham Office:
Hurst Green
East Sussex
UK
TN19 7QE

Phone: 01580 860980

E-Mail: info@hodsons-mill.com Web: www.hodsons-mill.com

Subject to Contract And Without Prejudice

This agreement is dated [30th November 2017]

Re: An agreement in principle for party B to sell Land to party A.

PARTIES

(1) Hodson's Mill Limited (Company number 9554010) whose registered office is Ockham House, Silverhill, Hurst Green, East Sussex, UK, TN19 7QE (Party A)

(2) Mr Michael George Greenfield, Slides Farm, Silverhill, Robertsbridge, East Sussex, TN32 5PA (Party B)

I, Mr Michael Greenfield, the owner of the land known as Slides Farm (land registry ref ESX9545 as shown on attached map) have been presented with a preliminary plan (Ref 1228-SK-11) and details of the proposed Emergency Vehicle access/escape route from the proposed Hodson's Mill Development. The Hodson's Mill developer has explained to me the need for this alternative route as an additional precaution, if the flood defences on Northbridge Street fail to protect the Hodson's Mill access road in an extreme weather event and emergency access is required.

I am therefore writing to you to confirm that I am prepared in principle to sell a strip of land to permit access across my land (subject to contract).

Signed by [Hodsons Mill Limited] of Party A



name: W.F. Mayer

Signed by [Mr M Greenfield] of Party B



name: M. G. GREENFIELD