

Rampion 2 has failed to address the traffic impact on Kent Street arising from its proposals in an adequate manner. Rampion underreports the true nature of Kent St by limiting its description to a rural road governed by the national speed limit. A more accurate description would damage Rampion's prospects. Kent St is a poorly-maintained single track country lane with no dedicated passing places and clay verges that become bottomless when wet. The speed limit is by default and not indicative of the status of the road.

Anecdotally, the road already exceeds its design capacity. Rather than relying on estimates, Rampion should have supported its proposals with a traffic study and provided a more accurate description of the nature of the road itself. This tactical decision is either an unacceptable omission or a cynical ploy to mislead the Planning Inspectorate. Either way, it is an abuse of process.

Two additional points arise. The A272/Kent St junction is hazardous, especially when turning East; the sight lines are poor and the A272 traffic volumes high. Secondly, the current users are a mixed assortment normally associated with a country lane; in other words, conflict would arise not just from the volume of vehicle traffic but also the combination of cyclists, horse riders, walkers, horse boxes, farm traffic etc. Kent St links a number of public footpaths and bridleways enjoyed by local residents and visitors.

The successful outcome of Rampion's proposals requires material incremental HGV and other vehicle movements. The Planning Inspectorate should be aware that Kent St is inadequate for such a purpose.

In conclusion, Rampion has skewed its description of Kent St to improve its position. Fundamentally, Kent St cannot serve the applicant's development.

Emily Thorpe

