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Subject: Rampion 2 Consultation Response
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Attachments: [Rampion 2 Consultation Response.pdf](#)

You don't often get email from shermanbury@pcouncil.co.uk. 

Good evening,

Please find attached the response from Shermanbury Parish Council to the Rampion 2 consultation.

I would be grateful if you could confirm receipt.

Kind regards
Dawn

*Dawn Langston
Clerk to Shermanbury Parish Council*

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The Council's Right to Process Information: General Data Protection Regulations Article 6 (1) (a) (b) and (e).

Rampion 2 Consultation: April/March 2024

The Overland Cable

Shermanbury Parish Council is not convinced that the proposed cross-country route is the most efficient and cost-effective option available. Given the environmental and human impact, other routes should be seriously considered. Other schemes around Europe use undersea cables to access their coastline sub-stations. With local knowledge of the inevitable difficulties associated with the latest, detailed management plan we feel that solutions to problems associated with the undersea route to Dungeness and Fawley, for example, which would have significantly fewer adverse consequences, have not been sufficiently explored as a possibility, and the current proposal appears to be the exception to the general rule as a national strategy.

We also feel that the applicant has not sufficiently investigated strategies to overcome problems which would enable them to follow the Rampion 1 cable corridor towards Bolney which is readily available for development.

Environmental Impact

Shermanbury Parish Council has studied this aspect in depth and fully endorses the impact statement recently written by Meera Smethurst, (Doc. Library Ref: REP1-133), especially concerning heavy use of the route through the centre of Cowfold by HGVs during the construction phase; safety issues and increased congestion on the A272; underestimation of the increase in air pollution; unsuitability of Kent Street for access to the site; and refusal to consider a holding bay for construction traffic.

The visual impact of the proposed site would also irrevocably change the natural, countryside character of the area around Oakendene and Kent Street.

Kent Street

According to the proposed application, Rampion would have access from the A272 through location A63 from which the cable route can be directly accessed. We are, therefore, firmly of the opinion that the use of Kent Street for construction vehicles would be unnecessary, and as it would be environmentally damaging and logistically challenging it should be avoided altogether.

If this is not deemed possible by the Inspectorate then access to construction traffic should not be permitted to navigate Kent Street to the south beyond A64, making use of the land Rampion is already occupying or, at the very least, no further than A61 (both thoroughly screened from the lane.) No derogation from this restriction should be allowed. This would help to alleviate the problems with access for local residents.

Kent Street is a very narrow, single-track lane with no passing places and drainage ditches on either side which would impede attempts at widening. The environmental impact and the rural nature of the area would also render any widening scheme impractical and unacceptable. At present the lane often suffers from blockages and severe traffic congestion, making access exceedingly difficult for farm vehicles, cyclists, equestrians, walkers, and the residents who use it regularly. This is further exacerbated by general traffic flow to and from the A272 which increases when there are incidents or hold-ups on the main road, turning Kent Street into a 'rat run'. The T junction at the northern end is very hazardous.

The absence of passing places alone would render the planned target of 1320 2-way HGV movements and 828 2-way LGV movements per week unattainable. Lorries meeting in the middle would have no way of passing and nowhere to turn around, with traffic backing up behind them. Reversing into a major 'A' road would also be impractical and dangerous.

The use of Kent Street or the A272, on a daily basis, by this highly significant number of extra vehicles will require a logistics plan to ensure a free flow of traffic in both directions. No plan has, as yet been created, and from the experience of Rampion 1, a staging point for HGVs is essential to manage traffic flow.



Shermanbury Parish Council has carefully considered and fully endorses the Planning Inspectorate Document Library Reference: REP1-139.

The nature of Kent Street and its rural construction was not intended for constant, heavy traffic. We are concerned that over-use will severely damage the road surface, and the culverts, including one installed by the national grid, will be at risk of collapse. The road surface would need to be constantly monitored and maintained to ensure that local residents can use their cars and agricultural vehicles throughout the construction period.

There is no detail highlighting the proposed length of construction. Given the extreme duration of this development the project requires a logistics plan which includes all current road users as well as the proposed Rampion traffic. Given the high number of equestrian users along Kent Street and adjoining rural lanes priority in any plan must be given to ensure their safety.

Residential Access

An agreement must be established with all residents requiring access to Kent Street, including Kings Lane, to ensure constant, day and night access.

A281 Crossing Shermanbury

Shermanbury Parish Council has concerns regarding the route of HGVs accessing Rampion locations A56/57 on the A281. The roads through the three villages on the potential routes into Shermanbury are all currently highly congested. In particular, Cowfold's traffic jams feature daily on travel bulletins, and there are usually lines of parked cars on both sides of the A281 out of the village towards Shermanbury which makes transit very slow. This busy road becomes particularly congested before 09.30 and after 16.30 each day when commuter traffic and the school run coincide to create difficulty accessing the congested A272. Shermanbury Parish Council recommends that construction and maintenance vehicles avoid these hours.

Henfield village centre is also very busy, with cars parked on both sides of the road. Large vehicles tend to create chaos and frustrating delays; therefore, this route is likewise unsuitable for the planned, heavy site traffic.

The planned construction sites in the area are generally located on frequently saturated clay. Washing facilities for vehicles must be available before the A281 is accessed from the cable route.

We feel that Shermanbury Parish residents must be afforded respite periods during which there is no significant noise and disruption from construction work and allied activities.

Partridge Green

The B2116 is a busy, east/west, bus and commuter route which is extensively used to avoid the traffic jams at Cowfold. Single-line traffic causes significant disruption in the already congested heart of Partridge Green which has long lines of parked cars, and existing traffic-calming pinch-points. Shermanbury Parish Council is deeply concerned by the decision not to drill under the road and firmly recommends that both lanes of traffic are maintained throughout. This is a view endorsed by West Grinstead Parish Council.

There is also a concern that even a limited number of HGVs accessing the site through Partridge Green High Street will cause absolute chaos. Shermanbury Parish Council recommends that a logistics plan is created for the B2116 crossing and works access to ensure that the planned supply of materials is both practical and possible without severe detriment to the normal and essential uses of the B2116. Any logistics plan must be set up in tandem with the coexisting plan for Kent Street and the A272.

There may be a conflict within the HDC Draft Plan for 120 new homes at Dunstons Farm which is in close proximity to the cable crossing route. Coincidental development would increase traffic pressure even further.

The impact of concurrent traffic restrictions and local infrastructure.

There are currently several planning applications for energy projects in the immediate vicinity of Wineham, including four lithium-ion battery storage facilities and a solar farm. Any concurrent construct would greatly increase congestion and industrialisation in the area, and would, potentially, have a negative impact on each developer and the local community.

In light of the limited alternative routes for an effective diversion, and the lack of a logistics plan which incorporates local usage as well as Rampion 2 vehicles, a credible, detailed infrastructure plan must be established to avoid the gridlock and chaos that will ensure. This is a highly productive commercial area and a long-term activity which will limit trade is not in the best interest of the local community.

Conditions to Impose Set Working Hours

In order to protect the amenities of all residents during the construction period, time limits must be in place and there must be no derogation from the restricted working hours.

- 08.00 - 18.00 hours Monday - Friday, and
- 09.00 - 13.00 hours on Saturday
- No works on Sundays or Bank Holidays

Should any temporary deviation to the specified times be permitted, these should be

- 7.00-8.00 and 18.00-19.00 Monday to Friday

Only quiet setting up and closing down of the construction site areas should be permitted during these times, and no loading or unloading of HGVs or other deliveries.

In addition, conditions should be imposed at all times to ensure:

- All HGVs are fitted with "white noise" reversing beepers.
- Any lighting should be carefully controlled on construction sites and turned off at night.
- There should be no use of generators out of consented hours.
- Wheel washing facilities must be in place at all areas of construction

The Consultation Process.

The consultation process to date, organised by the applicant (Rampion) has failed to discuss issues regarding access to the existing infrastructure. The issues raised in this consultation response highlight the fact that considerable and extensive planning is still required to ensure that the proposed development process mitigates disruption as far as possible and will prove practical.

We recommend that the Planning Inspectorate instates a programme of detailed, unbiased evaluation of alternatives before any final decision is reached.

Without an appropriate plan this project will not work.