

Rampion is very vague about the exact number of HGV, LGV and private vehicles to access the two Oakendene compounds and Kent Street. The numbers seem to have gone up considerably since the consultations. The numbers, even so, appear to be low compared to the numbers for the much smaller Rampion 1.

- Last summer, Rampion said that they would advise residents of their traffic management plan for accessing Oakendene during the Cowfold 'information' meeting last June. They have not done so, and now they say they will sort it out with WSCC when they get consent....too late!
- There are serious concerns about the movements in and out of several access points so close together off the A272 (Kent Street and two compounds at Oakendene) and the congestion and safety issues which will arise. However, the applicant simply avoids addressing this at all.
- Traffic lights: Rampion 1, located along Wineham Lane did not require traffic control measures on the A272, and would be considerably less trouble if located there. The traffic from Cowfold village seldom reaches back to Wineham Lane, but frequently passes Oakendene and extends towards Kent St. Without traffic lights it will be very dangerous. With traffic lights the queues will be even worse. Now they are saying they don't need traffic lights, but for no good reason. Instead of assessing the impact of traffic lights or no traffic lights, it's easier for them to say they don't need it, so that they avoid having to answer further questions.
- Holding bay. They know this is required given how valuable it proved during Rampion 1, but the site which was used has now been built on, so it's easier to say they don't need one and so do not need to answer any further questions
- Rampion gave Cowfold Parish Council a list of HGV and LGV movements which, they believe 'proves' that there will be no significant effects on traffic in Cowfold. This does not take into account the bottle neck effect of the mini roundabouts nor the impact of one vehicle every 7 minutes going in or out of each of the two Oakendene compounds and the backing up into the village which will occur, or indeed the hundreds of passenger vehicles all trying to get in to them in the morning and leave in the evening. From Rampion 1, residents anticipate at least 350 passenger vehicles a day trying to cross the traffic to access or exit the compounds, all at peak times, but Rampion haven't given any figures for passenger vehicles. They say things like 'trying to encourage public transport' [what transport?] or 'giving priority parking to workers who car share' [will the others be left trying to park in the village, or on the A272 perhaps?]
- They are saying the large vehicles going through the village will not represent any kind of hazard. We all know that when HGVs are crossing the mini roundabouts in the village, and especially turning eg to go south down A281 or east to Oakendene, they often climb on to the pavements as they are too large. This is most definitely a cause of fear and concern for residents, especially the elderly, and parents of children walking to school, and has been the cause of accidents in the past.
- Side roads will be used to bypass the congestion. They refuse to accept that congestion will be a problem, so aren't addressing this. At the moment there is not even any commitment to prevent their own workers doing this
- Because they don't accept there is a congestion issue, they don't accept any impact on Air Pollution or even businesses in Cowfold, not even the Industrial estate, businesses on the A272 or the village centre.