

Bolney Parish Council would comment on the the following documents submitted by the Applicant to Deadline 3: Outline Landscape and Ecology Management Plan REP3-037 and Design and Access Statement REP3-013: In Commitment C-254 in the Commitment Register REP-049, the Applicant commits to a detailed landscaping plan to screen the extension to the National Grid substation.

In their Written representations REP3-070, both Mid Sussex District Council and the MSDC Conservation Officer expressed their concerns about the impact of the extension of the National Grid substation on the users of the Public Right of Way to the east of the substation and on the Listed Building to the north of the substation.

Despite the concerns expressed by MSDC and the Conservation Officer, the Applicant has failed to include any proposed landscaping to the north of the National Grid substation as demonstrated in Appendix C of the Design and Access Statement REP3-013 (showing the indicative landscaping plan for the GIS and AIS extension options) and the Outline Landscape and Ecology Management Plan REP3-037. This is despite the fact that a section of hedgerow, which currently helps screen the extension site from the Listed Building and other residential properties to the north, will potentially be removed to make way for the underground connecting cable from the new Rampion 2 substation at Oakendene and the National Grid substation extension. See Figure 7.2.6n in Appendix B to the Outline Code of Construction Practice REP3-025.

Bolney Parish Council asks that the Applicant revise the landscaping plan to ensure that it meets its Commitment C-256 and that its landscaping plans will adequately screen the extension of the National Grid substation from the nearby PRoW, Listed Building and residential properties to the north of the site in the Parish of Bolney.

Outline Construction Traffic Management Plan REP3-029 and Outline Construction Workforce Travel Plan REP3-031: Bolney Parish Council notes that the Outline Construction Traffic Management Plan REP3-029 proposes a Traffic Management Strategy for Kent Street which includes reducing the speed limit on the A272/Cowfold Road through the Parish of Bolney from the junction with the A23 to Cowfold and the use of banksmen at the junction of Kent Street and the A272.

The Parish Council is concerned that proposed strategy may result in congestion on the A272, particularly with banksmen interrupting traffic on the A272 to allow HGV traffic in and out of Kent Street. The experience of the Parish Council is that any congestion on the A272 results in traffic seeking alternative routes from the A23 either by exiting the A23 at the Hickstead junction to the south of the A272 junction, or at the Broxmead Lane exit to the north of the A272 junction. Traffic then uses the narrow, single track, rural back lanes in the Parish to find an alternative route to their destination without using the A272.

In its written representation REP1-074, Bolney Parish Council asked the Applicant to consider specifically identifying five rural lanes in the Parish in its Outline Construction Traffic Management Plan as being prohibited from use by any construction traffic associated with the Rampion 2 project, being The Street, London Road north of the A272 junction exit roundabout from the northbound A23, Bolney Chapel Road, Foxhole Lane and Spronketts Lane. In its representations REP2-14, at paragraph 1.11, the Applicant said it was considering the Parish Council's request to 'prohibit use of the rural roads by all construction traffic (including HGVs and LGVs) as outlined in Bolney Parish Council's Written Representations'.

REP3-029 is the Applicant's revised Outline Construction Traffic Management Plan. The revised document does not identify the five lanes in the Parish as being prohibited from use but simply states that the 'HGV Strategy has avoided the use of small single-track roads as much as possible'. The Parish Council questions whether this wording is adequate. Further, although the OCTMP identifies several key settlements by name which will be avoided by construction traffic, the Applicant has failed to include the village of Bolney in the list. The Parish Council would ask that Bolney be added to this list and that the five rural lanes in the Parish be specifically named in the OCTMP as being prohibited from use by HGVs in any circumstances.

REP3-031 is the Applicant's revised Outline Construction Workforce Travel Plan. This has been amended and now states that the Travel Information Pack which the Applicant will prepare to issue to the workforce will 'advise those driving to the site of recommended routes to avoid the use of narrow unclassified rural roads, where possible' [emphasis added]. Bolney Parish Council contends that this wording is wholly inadequate and falls short of the Applicant's response in REP2-14. Again the Parish Council would ask that the Outline Construction Workforce Plan be amended to specifically name the five rural lanes in the Parish as being prohibited from use by LGVs and construction workers.