

Rampion 2 Consultation: June 2024

Council reiterates its detailed objection in their submission of 19th March 2024

Kent Street

Shermanbury Parish Council considers it inappropriate and unnecessary for the vehicular traffic generated by Rampion 2 to use Kent Street. This opinion is strengthened by the understanding that the fields to the west of Kent Street will be used by Rampion for heavy goods traffic, with its own access to the A272 and with full access to the development track, making the use of Kent Street redundant.

Kent Street is a very narrow, single track, country lane used by walkers, cyclists and equestrians and is therefore totally unsuitable for heavy construction vehicles. Any widening scheme would irrevocably destroy the rural character of this quintessentially English byway.

We are completely opposed to the southern end of Kent Street and Wineham Lane being used by the construction traffic. The restriction of all Rampion heavy goods vehicles to their own roadway would prevent the lorries, which we now understand will include 10 axle construction vehicles up to 50 tonnes and 25.5 metres long, damaging the already existing fragile infrastructure.

We would encourage investigation into the potential of taking full advantage of the Rampion cable corridor from the south by bridging the Cowfold stream and thus minimising any use of public roads in the area.

The use of Kent Street for site access would result in nothing less than environmental vandalism!

B2116 Partridge Green

Shermanbury Parish Council is alarmed by the apparent assumption that the B2116 is a rural backwater with little traffic. The road is extremely busy, travelled by the only regular bus route, and is the main access to a range of local shops, medical facilities, pubs, and a school. The road also is widely used by commuters attempting to circumvent traffic delays on the A272.

The intention to close or to trench the B2116 with single lane restrictions would cause severe disruption and hardship to the whole of the local community. Shermanbury residents rely on this road to access the facilities in Partridge Green. Disruption of traffic is likely to adversely affect trade in Partridge Green High Street and the two industrial estates in the locality, which may threaten their viability and livelihood.

We would strongly urge the Inspector to insist that the Partridge Green Road is drilled beneath to maintain an uninterrupted traffic flow.

Conclusion

In conclusion we feel that the proposer's road management plan has not been fully and appropriately investigated and developed. It is disappointing that the consultation process did not address these serious local issues at an earlier stage.