

My comments are in regard to the proposal for the UNNECESSARY use of Kent Street Lane for construction traffic as detailed in the document Category 7: Other Documents Technical Note – Construction Accesses A-26, A-28, A-61 and A-64 Traffic Management Strategies Date: June 2024 Revision B

1. In section 3.2.3 the Applicant has failed to include specific reference to Buckhatch Lane Bridleway, which is key to understanding Kent Street's value as a connector for local amenity users. Buckhatch Lane provides the connection for cyclists to the lanes and PROW's going east via Frylands Lane across to Hickstead, and west to Shermanbury and thence the Downs Link. It is also essential for horse exercise, with Buckhatch Lane and then the bridleway to St. Giles, Shermanbury offering the cantering opportunity for horses in the area. Hence the Applicant is understating the impact its proposed use of Kent Street will have on amenity users during construction, as well as the permanent devastation their proposals will have on the long term local character and amenity value of the lane for so many users.

2. The site for the second proposed additional passing bay to the west side of Kent Street, as per section 3.4.9 and diagram 4 on page 252 of Appendix D, is actually a deep, steep-sided, ditch into which a lorry overturned when its non-local driver tried to allow an oncoming vehicle to pass.

3. Section 3.4.12 traffic flow analysis is based upon vehicle journey times of 5 minutes from the compound to Construction Access A61, based on a speed of 20mph. Equestrian users and dog walkers will not travel at 20mph and so journey times will be longer where either type of amenity user is encountered in either direction. Hence in reality it is far more likely that existing users of Kent Street Lane will be impacted than suggested by the Applicant's analysis - and specifically in terms of how long they would be being held back by banksmen at either end of the lane.

4. The proposed management of Pedestrian, Cyclist and Equestrian traffic in section 3.4.15 is noted. However it must be highlighted that the BHS guidance for a minimum 4 metre passing space is not meant in a context where horses are being kettled, with other lane users, for a period of 5 minutes or more, by the banksmen at either end of the lane. Horses are more likely to become nervous and stressed when standing still and feeling in any way constrained for space. Reactions include spinning round, walking backwards and possible rearing - all of which pose risk of significant injury to bystanding cyclists or dogwalkers. Much more space than that afforded by a single track lane, with ditches, would be required to safely contain horses, cyclists, pedestrians, dogs, car traffic and farm vehicles together. Additionally it must be confirmed how the banksmen will hold equestrians and cyclists back, and in what space, at the end of Picts Lane while an HGV is coming northbound up Kent Street.

5. The Applicant has omitted to model the impact of the COMBINATION of a reduced 40mph A272 speed limit, as per section 3.14.17, with the interruption to the flow of A272 traffic from banksmen enabling the site traffic's Kent Street Lane entry / exit. It is clear to regular users that this will result in such a consistently continuous traffic flow along the A272 as to make egress from Kent Street and Picts Lane impossible for other users, including the project's own LGV traffic. This would require the extension of the use of banksmen to all traffic at this junction.

In conclusion, these proposed Traffic Management Strategies confirm that the use of Kent Street Lane for construction access does not make sense. Given that the use of the lane is UNNECESSARY, the project cannot justify the permanent devastation, prolonged disruption and risk of injury (or worse) that its use would entail.

For context, I draw the Planning Inspector's attention to two facts:

> construction of Rampion 1 did not require banksmen operating on the A272

> Rampion 2's only publicly confirmed rationale for the choice of the proposed cable route (via Oakendene) was to benefit from direct access off the A272

Time to move off Kent Street and move on.