

From: [Nigel Light](#)
To: [Rampion2](#)
Cc: [Alistair Cameron](#); [Colette Light](#) [REDACTED]@live.co.uk
Subject: Fwd: Nigel Allen Light and Colette Jane Light - [REDACTED] TITLE NUMBER
WSX173752. RAMPION 2 PROJECT - ADEQUACY OF CONSULTATION
Date: 22 August 2023 09:52:16
Attachments: [20230715_112213.jpg](#)
[20230715_112356.jpg](#)
[Subject Rampion 2 Consultation Response - Nigel Allen Light Colette Jane Light - \[REDACTED\]](#)
[\[REDACTED\].Title Number WSX173752. Your Reference RAM-376.msg](#)
[20230715_170444.jpg](#)
[20230715_170524.jpg](#)

Dear Sirs,

Please might we draw your attention to the emails below, Rampion 2 having not responded to us. We challenge therefore Rampion 2's Adequacy of Consultation.

Please do contact us if we can be of further assistance.

Yours Faithfully,

Colette & Nigel Light
[REDACTED]
[REDACTED]

Sent from [Outlook for Android](#)

From: Nigel Light [REDACTED]@gmail.com>
Sent: Tuesday, August 22, 2023 9:47:11 am
To: [REDACTED]@horsham.gov.uk [REDACTED]@horsham.gov.uk>
Cc: Colette Light [REDACTED]@live.co.uk [REDACTED]@live.co.uk>; Alistair Cameron [REDACTED]@batchellermonkhouse.com>
Subject: Nigel Allen Light and Colette Jane Light - [REDACTED]
[REDACTED] TITLE NUMBER WSX173752. RAMPION 2 PROJECT - ADEQUACY OF CONSULTATION

Dear Matthew,

Re: Rampion 2 Proect - Adequacy of Consultation

Please might we draw your attention to our very serious concerns to human and animal well-being as set out in our communication to Rampion per the email below.

Firstly, Rampion have not responded to our last two communications respects a seeming absence of completing the stated wildlife surveys.

More importantly Rampion have also not responded to our very deep concerns to road safety given their proposal to access the site at [REDACTED]. We explain this in our communication below and per the attached photos.

Separately please might we also offer a further concern respects this project, namely the proposed sub-station at Oakendene.

This section of the A272 is already a very congested piece of road, with the corner at Oakendene being a 60mph speed limit on a long curve which one cannot see round. To have large construction lorries turning here can only result in risk to existing road users.

If we can be of further assistance and/or provide more detail - please do not hesitate to contact us.

Thank you in advance for any consideration you can afford.

Yours Faithfully,

Colette & Nigel Light
[REDACTED]
[REDACTED]

Sent from [Outlook for Android](#)

From: Nigel Light [REDACTED]@gmail.com>
Sent: Sunday, August 6, 2023 6:01:20 pm
To: [REDACTED]@carterjonas.co.uk [REDACTED]@carterjonas.co.uk>
Cc: Alistair Cameron [REDACTED]@batchellermunkhouse.com>; Colette Light [REDACTED]@live.co.uk) [REDACTED]@live.co.uk>
Subject: Re: Nigel Allen Light and Colette Jane Light - [REDACTED]
[REDACTED] TITLE NUMBER WSX173752. RAMPION 2 CONSULTANCY RESPONSE - Your Reference RAM-376.

Dear Lucy,

Thank you for your letter below.

One note of surprise though when you mention you are carrying out some final due diligence. To our knowledge we have not received a response to most of the points made in our attached letter dated 28th November 2022. Please therefore how can you reference final due diligence?

One such topic is the wildlife surveys - as far as we are aware there are at least two wildlife/ other surveys still outstanding/ to be completed by the project. Our understanding was that a planning proposal would not go ahead until all investigations had been undertaken. In addition, we have not received any feedback on findings from the wildlife surveys that have been completed. Surely as the project will significantly affect the fauna and flora on our land, we have a right to know?

Turning to your proposal to access the 'Right of Way' into the field to the South by possibly widening the bellmouth (to minimise disturbance to mature trees), and notwithstanding we note the following:-

1. Traffic measures will be put in place and Greentree Lane will be accessible at all time
2. Respects mud causing danger on the roads – we note at the bottom of page numbered 27 in the Code of Construction it refers to the use of 'water assisted dust sweepers' and on page numbered 28 it mentions 'implement a wheel washing system'

Most concerning to us (and doubtless to all users of both the A281 and Greentree Lane bridleway) is the proposed use of the bridleway entrance off the A281 into Greentree Lane itself, we draw your attention to the following photos:-

- 2213 taken from circa 50 metres to the south of said entrance
- 2356 taken from circa 50 metres to the north of said entrance

To remind you, this road has a 60mph speed limit and the entrance to Greentree Lane bridleway is blind.

Furthermore, visibility exiting the bridleway is also partly blind, see photos:-

- 0524 facing east at the exit of the bridleway onto the A281
- 0444 looking to the right when trying to exit onto the A281

Are you really proposing access here – large construction vehicles on roads with a 60mph speed limit turning into and exiting a single lane narrow track/bridleway (even with an enlarged bellmouth)?

In addition, surely to enable construction vehicles to enter the field at the proposed point will require significant alterations to what is currently a road surface fit for minimal traffic? We also have grave concerns with regards to the noise and chaos such alterations will cause to us, our animals and the wildlife.

Your proposal to access the 'Right of Way' at this location suggests that safety has not been considered or addressed.

Given the gravity of our concern respects danger to human and animal life here, we look forward to your further advice.

In considering this, please would you advise as to the actual planned usage of this access point.

By this we mean is it intended to be used only for vehicular access to the immediate field and construction work therein?

We trust there is no intention of this dangerous access point being used any more broadly by construction vehicles.

Regards
Nigel & Colette Light
[REDACTED]

From: Lucy Tebbutt [REDACTED] <[\[REDACTED\]@carterjonas.co.uk](mailto:[REDACTED]@carterjonas.co.uk)>
Date: 5 July 2023 at 12:02:47 BST
To: colette light [REDACTED] <[\[REDACTED\]@live.co.uk](mailto:[REDACTED]@live.co.uk)>
Cc: Alistair Cameron [REDACTED] <[\[REDACTED\]@batchellermonkhouse.com](mailto:[REDACTED]@batchellermonkhouse.com)>, SM - Rampion <Rampion@carterjonas.co.uk>
Subject: RE: Rampion 2 - Key Terms Issue (15.03.2023) [CJO-WorkSite.FID267725]

Dear Mr & Mrs Light,

Thank you for your time on the phone yesterday.

As discussed, the Rampion project team are currently in the process of finalising the DCO documentation which is due to be submitted to the Planning Inspectorate later in the Summer.

We are carrying out some final due diligence and wanted to double check if there are any occupiers or tenants on your property, specifically which occupy the land affected by the proposed project boundary. I have attached a screen shot below to provide confirmation on the current proposals.

Please could you confirm the following in red is correct:

- Freeholder – Nigel Allen Light & Colette Jane Light
- Tenant – No formal tenancies
- **Occupier – Private equestrian use – Natalie Light**

Regarding the use of your driveway to [REDACTED] the project is aware that it is a single track lane and the only exit and entry point to your property.

As you can see from the diagram above, the project is intending to use the initial section of your driveway from the road for construction access. This is to minimise disturbance to the hedgeline and mature trees which border the road (A281).

The existing access bellmouth of your driveway may have to be temporarily widened for the construction period to accommodate vehicles turning. The engineers have provided me with the below diagram, and the following text detailing that *vehicles will access the Right of Way in the field to the South once past the trees. Traffic measures will be put in place and [REDACTED] will be accessible at all times.*

Unfortunately, at this stage, I am not able to provide any more details on the construction, other than the attached Code of Construction document. Any accommodation works and details regarding the above works will need to be discussed once we have appointed a contractor, which is unlikely to happen before 2025.

Please feel free to get in touch if you have any further questions or comments on the above, and I will seek answers from the project team where possible.

Kind regards,

Lucy

Lucy Tebbutt
Associate

T: [REDACTED] | M: [REDACTED] | carterjonas.co.uk
Two Snow Hill, Birmingham, B4 6GA

From: [Alistair Cameron](mailto:Alistair.Cameron@batchellermonkhouse.com)
To: Rampion2@rwe.com
Subject: Subject: Rampion 2 Consultation Response - Nigel Allen Light & Colette Jane Light - [REDACTED]
[REDACTED] Title Number WSX173752. Your Reference RAM-376
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image002.png](#)
[Mr & Mrs Light Rampion 2 Consultation Response 28.11.2022.pdf](#)

Dear Mr D'Alessandro,

Batcheller Monkhouse have been instructed to act for Mr and Mrs Light.

I refer to the consultation response submitted by their former agent, Robert Crawford Clarke of Henry Adams, on 22 November 2022. The comments made in that consultation response still stand, but please also find attached a letter from my clients with their further consultation responses. These responses reaffirm their concerns regarding:

- the effect the project will have on their use of the property,
- the welfare and safety of their horses and the users of the land,
- the damage to the environment,
- security and privacy.

Please acknowledge receipt of this email.

Your sincerely

Alistair Cameron



Alistair Cameron MRICS FAAV

Partner | Professional

Phone: [REDACTED]

Mobile: [REDACTED]

Email: [REDACTED]@batchellermonkhouse.com

Address: New Bartram House, Unit 4-5 Swan Court, Pulborough, West Sussex, RH20 1RL

batchellermonkhouse.com



Mr James D'Alessandro
RWE Renewables
Greenwood House
Westwood Way
Westwood Business Park
Coventry
CV4 8PB

28 November 2022

By Email to Rampion2@rwe.com

Dear Sir,

**Re: Nigel Allen Light and Colette Jane Light - [REDACTED]
[REDACTED] TITLE NUMBER WSX173752. Your Reference RAM-376.**

We refer to the latest proposals and current consultation process commenced on the 14th October.

1. Location

We are in receipt of your new proposed route and are extremely concerned as to the effects this will have on our use of the property and the welfare and safety of us, our horses and other users of the land. The plans show access to the new working area from the A281 and onto Greentrees Lane and into the adjoining field.

Firstly this is a single lane track and our sole access into the property, it is imperative that this route remains clear at all times for our personal access and in case of emergency. Secondly it is a public bridleway used frequently by walkers, cyclists and horse riders with the surface built to only accommodate light traffic. If Rampion are planning to close the bridleway/ divert the bridleway to avoid potential accidents involving the general public and your intention is to use the paddock adjoining Greentrees Lane as your access route - how are you planning to keep us and our livestock safe and provide us with clear access?

It is a well documented fact that horses are stressed and easily spooked by traffic. Heavy and unusual construction traffic will pose a particularly significant risk of this. Are you taking responsibility for a potential human and or animal fatality should one of the horses spook and run straight out from Greentrees Lane onto the A281 where the speed limit is 60mph?! Also will you be taking responsibility for damage to vehicles and horsebox due to the potholes, mud, debris and breakage of the track surface?

2. Equestrian Centre:- Breeding Programme & Competition horses.

[REDACTED] is an Equestrian centre. There are upwards of 15 horses in the paddocks and stables here at any one time. We have brood mares, foals and high value show jumping and event horses. A large proportion of our turnout fields/paddocks and yard are in direct proximity to the planned route. The revised map route does indicate that the cable route has moved closer to the field boundary, however the red line working area drawn has now increased in area rather than decreased. This is extremely disappointing given the time taken by us to highlight in previous correspondence and on-site consultations highlighting how close the working area is to our paddocks. It makes us doubt whether Rampion are genuinely taking account of the feedback being received in these consultations.

Our concern here is not only the health of our horses (covered in the next Section) but potentially life threatening injuries to them and ourselves by the random movement and noise of your construction vehicles, delivery of equipment and increased human traffic spooking a horse; an example would be if a horse spooked whilst being walked to a paddock.

3. Health and Welfare of Horses & People

We have a number of serious concerns regarding the welfare, health and safety of our animals if the planned route goes ahead.

We would like to draw your attention to the Code of Practice for horses, ponies, donkeys and their hybrids set out by the Department for Environment Food and Rural Affairs (<https://www.gov.uk/government/publications/code-of-practice-for-the-welfare-of-horses-ponies-donkeys-and-their-hybrids>) and the Animal Welfare Act 2006 (<https://www.animallaw.info/article/legal-protection-animals-uk>)

We note too there have been a number of studies carried out on the effects of Diesel fumes on animals and humans (<https://erj.ersjournals.com/content/17/4/733>)

As owners we have a duty of care to provide our horses with a safe, stress free environment which is one of the reasons we moved here. If the planned route goes ahead the health and safety of our animals will be put at risk.

Examples:

- i) Evidence suggest exposure to diesel fumes can cause serious health problems in animals and even affect the unborn foetus in pregnant mares.
- ii) Evidence also highlights that diesel fumes are carcinogenic
- iii) We cannot contemplate the array of problems that will arise as a result of the heavy machinery, increased noise levels, increased stress levels, loss of freedom and the basic rights that the horses are by law entitled to. Just as an example, if a broodmare aborts through stress this is in breach of the Animal Welfare Act.
- iv) This article covers noise and stress in horses (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9138043/>)

The revised planned cable route MR-11 states that this will reduce severance and maximise the remaining agricultural use, however as already stated there are a number of our paddocks which are in close proximity to the cable route. This will result in a loss of use of those paddocks and exercise space for the duration of the construction, as for the above mentioned reasons we will not be able to risk keeping horses in those paddocks. The impact of this and the costs involved are likely to be severe. (The following examples outline some of our main concerns - additional stabling, secure fencing, field shelters, access to water, access to alternative paddocks, leading horses out of secure equestrian centre). To find alternative suitable land in the south east for rent will be an implausible proposition given the nature of the equestrian set up here and the number of horses involved).

4. Environmental

The new plans show an HDD going under the A281 from the corner of Greentrees Lane and our first adjoining paddock. This is highly likely to cause a significant amount of additional stress, pollution and noise disturbance to ourselves and our horses. Again we ask - are Rampion taking responsibility for the potential damage both physically and mentally this will have on the horses and the surrounding wildlife? This area is very marshy and includes a pond and ditches. Heavy machinery in this area will undoubtedly impede water flow, will impact the soil, cause possible contamination and affect wildlife. We also note we have not been advised of the results of any of the environmental surveys carried out on our land and that there are some outstanding surveys still to be done. Furthermore [REDACTED] has not been contacted regarding the second year survey. Could you relay why this hasn't been the case?

This is very disappointing given our full cooperation to date. We can only presume that since no consent for additional survey access has been provided, no surveys have been done and these plans are therefore not based on sufficient ecological information.

We have an abundance of flora, fauna and wildlife (some of the latter of which is protected species) on our land which is becoming an increasing rarity in this part of Sussex. We are extremely concerned about the effects the Rampion project/ cable route will have on the ecosystem.

Please note (as a bird survey has yet to be carried out by yourselves) that there are a number of birds of prey habiting both the woodland around the bridleway and our woodlands to the south of this. We would remind you that birds of prey have been protected by law in this country since the introduction of the Wildlife and Countryside Act 1981. Please can you confirm this Act is not being breached?.

Lastly on this topic we note you have generally kept away from more built up areas to avoid public health issues. Do we not matter as there are not so many of us? We too will suffer with regards to the upheaval, stress and noise pollution that the project will have on us. Health wise we will be affected by the noise, dust, mud, diesel fumes, stress.

5. Security & Privacy

Our woods, paddocks, equine centre and stables are all highly protected and are designed for the safety of us, our animals and the public to keep un-wanted visitors out. As the proposed route severely compromises our privacy and safety, Rampion will be held accountable if a breach to security or safety occurs.

As a reminder to summarise, our concerns are premised on:-

- Risk to life (people, horses, animals) using Greentree Lane (being a public bridleway).
- Risk to life (of both us and horses) in the use of our Equestrian Centre and facilities.
- Health and welfare to competition horses and breeding stock.
- Environmental damage including terrain, air and water pollution, flora and fauna (and any possible breach of the Wildlife and Countryside Act 1981).
- Security and privacy.

We look forward to your confirmation of receipt of this response to your consultation.

Yours faithfully

Colette & Nigel Light

[REDACTED]
[REDACTED]









ROAD NARROWS