

Reason for request: Explain concerns about the threat of closure of Private Means of Access (PMA) Kings' Lane, Cowfold during the laying of Rampion2 onshore cables, on behalf of residents and property owners.

Rampion 2 Wind Farm referenced documents:

Category 6: Environmental Statement

Volume 2, Chapter 3: Alternatives

Document Reference: 6.2.3

Ecodoc number: 004866025-013.9.24

Category 2: Access, Rights of Way and Street Plans

Ecodoc number: 004866003-01

Sheet 32

Category 2: Land Plans Onshore (Plot Numbers)

Ecodoc number: 004865996-01

Sheet 32

Locations:

Sheet 32 PROW Closure start & finish points:

48a – 48b on Footpath 1782/Private access road King's Lane

50a – 50b on Bridleway 1730/Private access road King's Lane

The Rampion Extension Development Limited (RED) referenced plan Ecodoc number: 004866003-01, show that Private Means of Access roadway - King's Lane will be subject to "temporary public right of way closures" in 2 places at Points 48a – 48b and 50a – 50b. Unlike at some other PROWs such as Footpath 1787 at Diversion/Closure start & finish points 51a – 51b, where a temporary diversion No T23 has been indicated, no provision has been made to ensure the 10 householders, other users and working farms on King's Lane will be assured 24/7 access including for access including by emergency services. Continuous access to the public highway is a right granted to each property in title deeds and needs to be ensured during all periods of construction work.

The categorisation of King's Lane on the plans as a 'bridleway and public footpath' only, is incorrect. This is a Private Means of Access (PMA) subject to legacy access rights granted to neighbouring properties by the freehold owners of the roadway.

When we first saw the early plans and realised that the cable trench is due to cross our lane in wide open trenches at two places, we raised questions at public meetings and other forums about how alternative access was to provided and was told, "all would be resolved in due course." On 29 Nov 2022 Carter Jonas stated by email (with copies to various Rampion/RWE addresses): 'We have noted on file that King's Lane serves numerous dwellings and farming activities.' But the latest plans still state "temporary public right of way closures" and shows no alternative means of accessing our properties. Subsequent correspondence with RED's stakeholder manager has resulted in general statements, but none give us the absolute assurances we need. For example: anyone trying to sell a property is unable to provide to potential purchasers the necessary guarantees of uninterrupted access.

RED has issued some general principles which will apply to the management of PMA during the cable route construction. But these include conditions and options, some of which are contradictory, such as "allow emergency access at all times" but tempered by "Any access restrictions or effect on individuals/businesses will be kept as short as possible".

Emergencies such as access by 18t fire fighting vehicles, ambulances, vets etc and residents' access needs are not predictable so having to give notice and waiting for plates or alternatives method of vehicular crossing of the trenches to be provided is not an acceptable option.

We have also been told that any access restrictions or effect on individuals/businesses will be kept as short as possible; any access restrictions or closures will be communicated in advance in writing to all residents and businesses with affected rights of access (At least two weeks' notice will be given. The term "closure" is still mentioned in ongoing correspondence such as:

- "The applicant's contractors will seek to accommodate reasonable requests by affected parties to alter closure times during the day; where a closure is required and no diversion is possible, the duration of this closure will be reduced as much as possible.
- "As a guideline, the closure of a single-track road is anticipated to take approximately 2-3 days." But Closures for any period of time is not acceptable and breach of our existing rights.

In document Ecodoc number: 004866025-013.9.24, the selection of the crossing methodology for installing a cable duct across roads is described. These include: disruption and disturbance due to road closures and noise and owner's requirements....". "Where necessary Horizontal Directional Drilling (HDD) will be used."

We believe that the only option that will ensure the required 24/7 access will be to lay the cables using Horizontal Direction Drilling, as will be used on the adjacent upstream and downstream crossings at Kent Street and the Cowfold Stream. If the DCO is granted it should include a condition that where the cables cross King's Lane at points 48a – 48b and 50a – 50b, Horizontal Directional Drilling will be used.

We request that the above referenced plans be amended to remove all references to "closures" and the plans show that where the cables cross King's Lane, installation will be carried out using Horizontal Directional Drilling.