

My additional comments for the deadline of the 28th February 2024

My reference 20045111

The traffic issues both on the A272 and side lanes including Kent street will cause major disruption as all the lanes are designated as single track and the verges are being significantly impacted and over taking is virtually impossible now let alone when construction starts

How will the battery farm work given the state of the roads currently.

There is significant flooding Oakendene and Cratemans/Cowfold Stream. What is the plan to prevent this getting any worse

Based on what we have see at Rampion 1 the pollution and noise impacts of the traffic will be significant to the local community both in terms of daily quality of life as well as access for and the economic consequences to the Oakendene Industrial Estate and many other Cowfold businesses.

The Draft Horsham Plan Policy lists Oakendene as a Key Employment area where Local Employment is to be safeguarded!

The local ecology must be protected at any cost The stark difference between the range of wildlife here and at the Wineham Lane sites must be taken into account.

It is essential that residents around the Kent street area know exactly what the transport plan We are still awaiting clarification of what exactly the table presented at the last hearing means. There will be a huge number of HGVs and LGVs using Kent Street and the haul road

- The overall vehicle numbers will be far higher than originally forcasted (8040 HGVs over the whole project). It is clear that it is now nearer 21000, and only covers the numbers going to the substation site, not the compound closer to Cowfold, or up and down the A281. It also doesn't include LGVs or passenger vehicles. We have asked for true figures from Rampion

-We must get clarification of how tens of thousands of LGVs will come and go to the two compounds, and based on the figures for the smaller Rampion 1, we estimate around 350 passenger vehicles a day, which can come and go as often as they please, but are likely to arrive and leave at the end of the day at peak congestion times

Rampion still have absolutely no idea how they will manage the traffic in and out of the compounds, but said they don't think traffic lights will be necessary. They also said that usage of the Oakendene industrial estate access for their second huge compound would not affect traffic as 'it is already used by HGVs'. Clearly no idea of what the reality actually is -mainly cars and small vans etc

Moatfield Lane is designated as a 'bridleway scheduled for closure', which will cut off residents and farms. The ExA have told Rampion to come up with a solution as this is clearly unacceptable. Even when not closed, it will be crossed frequently as HGVs use the haul road, adding to danger

- Dragons Lane will NOT be used for construction, although they couldn't promise that HGVs wouldn't need access for operational reasons, even though it was pointed out that there are some very narrow pinch points between homes making this unsuitable. They also confirmed that the hook of land north of Cratemans was part of the 'operational access' only, but couldn't explain how HGVs etc would be able to access this or turn round.

- The flooding on Oakendene means that far from being able to lower the ground level of the substation to reduce visual impact, as they have suggested at meetings in Cowfold, it is likely to have to be raised. It is obviously important to be clear what the final ground level will be!

**From:** [Fred Turok](#)  
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**Subject:** Rampion objections  
**Date:** 28 February 2024 17:37:54

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Following a large meeting of anti Rampion residents from around Cowfold we wish to support and endorse the Cowfold-Rampion Impact Statement and are fully behind our Parish Council who are unanimous in their objections to the proposals as voiced at the Parish Council meeting of 26<sup>th</sup> Feb. We are together as a community and we see this project as the wrong project in the wrong place

**Fred Turok**

**Chairman**

**Rock Trust**

[REDACTED]

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