

#### Traffic at the substation

Traffic information for the two alternatives of Oakendene and Wineham Lane is crucial for understanding the true impact of their proposals. There is no evidence that this was done in anything other than a very simplistic way before the site was chosen.

So far Rampion have not provided any credible evidence of how the construction traffic entering and leaving both compounds, the substation site and Kent Street will impact on the flow of traffic on the A272, or how it will affect Kent Street. Nor have they shown how traffic turning in and out of these sites will be managed and the effect this will have. At the very least such an assessment must include:

- 1 Full traffic surveys for both alternative sites
- 2 Traffic modelling for the above locations with assumptions made
- 3 The proposed Traffic Management Scheme for Oakendene/Kent St (note: this was not necessary for Rampion 1 when entering or leaving Wineham Lane)
- 4 Traffic Impact Assessment for both proposed sites
- 5 Detailed analysis or breakdown of RTAs at the two alternative locations.
- 6 Details of the number of both vehicles and actual movements of HGV's, LGV's and private workers' vehicles over the construction period entering the proposed substation site, compounds and turning in and out of Kent Street.
- 7 How many "peak weeks"? and how many vehicles during those peak weeks at both Oakendene access points and Kent St?
- 8 Traffic numbers and management plan for Kent Street and the haul roads
- 9 Assessment of the increased numbers of all construction vehicles on the AQMA in Cowfold and the impact on traffic flows and pollution at this point, based on an understanding that the traffic is not free flowing through the village

Inadequate evidence for why the Rampion 1 cable route could not be used:

At a meeting at the Arun Yacht Club in November 2022, all the RWE staff were adamant that the existing Rampion 1 cable route could not be added to because of a bottleneck that is tight in one area where there are residences. People at the meeting felt that the views were all rehearsed, something which the Cowfold residents have also experienced when discussing anything with Rampion . A resident asked [REDACTED] whether the bottle neck could be got round by horizontal drilling. He said that was not possible for the distance involved. It would seem that in fact it can, but would require proper engineering study. In other words, it would be simpler for Rampion to use a route through new ground, and possibly cheaper. This should not be a valid reason for discounting it.

This response is also interesting because at the Hearings the only explanation they came up with, regarding why they could not reuse Rampion 1's cable route, was that they didn't own it any more. It seems they respond 'off the cuff' or to suit their audience. They really must be asked to give a proper answer on this.

#### Job losses:

Around 150 businesses are concerned for their future resilience in Cowfold if this project goes ahead, in particular at least 70 on the Oakendene industrial estate which will almost certainly close. There are thousands of tourism-related jobs on the south coast which will also be at risk. Concern has also been raised about how few jobs there will be from Rampion 2 and in particular how few of those will benefit local people. Rampion have placed an article in the local paper advertising their apprenticeship programme. It gives the impression that there will be lots of new opportunities locally. However, looking at Rampion's website, it appears that to date only 10 apprenticeships have been made available nationally and further positions will be based on the business need to match apprentice training to staff attrition. This is hardly going to compensate for the job losses in Cowfold, let alone the rest of the county.