

As a resident living close to Cowfold I fully endorse the paper submitted on behalf of the residents of Council titled "Cowfold Residents' Impact Statement on the Rampion 2 Windfarm Development Consent Order (DCO) Proposal." This statement demonstrates how unsuitable the site at Oakdene is for an industrial sized substation. The applicant has failed to demonstrate why this should be the preferred site. Document: APP-044 Rampion 2 Wind Farm Category 6: Environmental Statement Volume 2, Chapter 3: Alternatives Ecodoc number: 004866025-01 states that Oakdene was selected "on balance", but the relative environmental and social impacts between the 2 sites were not compared and balanced appropriately, as described in Cowfold Residents' Impact Statement. The decision appeared to be subjectively arrived at. The applicant has also failed to demonstrate why the Rampion2 cable could not follow a route parallel to the Rampion 1 cable corridor. This option would also have significantly fewer adverse environmental and social impacts. Notwithstanding these options the applicant still has to address the Planning Inspectorate's questions related to Dungeness and Fawley as more suitable and less environmentally damaging grid connection points.

Access along private means of access lanes (King's Lane, Cowfold) during construction.

In previous exchanges between the applicant and the residents of King's Lane, Cowfold (Examination Library Reference PEPD-094 - Submission ID: 25446), residents stated that any interruption to free access between properties and the highway would not be acceptable. Notwithstanding this unresolved matter, Document No APP-022: "Statement of Reasons Appendix 1: List of Land Parcels, Proposed Acquisitions and Works for which the land is required" states that where the cables cross King's Lane access will be required for Cable Installation Works. However, document number APP-228 "7.6 Outline Construction Traffic Management Plan" does not explain how the free movement of traffic along King's Lane would be maintained during cable insulation work or any other movement of construction traffic along these sections of acquired land. This observation is made based on the unacceptable traffic management plans applied to Wineham Lane during the construction of Rampion1 at the Bolney substation. The contractors failed to comply with the agreements made to remove traffic control lights when not needed, especially at weekends and at night. Should the applicant's DCO be granted then conditions need to be applied to ensure that any traffic control measures will not impede the free movement of residents who live on lanes providing private access means of access.

Impact Statement - Traffic on Kent Street, Cowfold

The document in the Examination Library Reference APP-197 Environmental Statement Volume 4, Appendix 23.2: Traffic Generation Technical Note, section 3.1.27 states that “Kent Street is a carriageway rural road which passes between the A272 and Wineham Lane and is subject to the national speed limit.” This is a misrepresentation of the configuration of this lane and Rampion has failed to correctly describe this lane which is a single-track lane with no official passing places as demonstrated in the photograph below. Document APP-228 7.6 - Outline Construction Traffic Management Plan, states that there will be 828 2-way LGV movements per week and 1320 2-way HGV movements per week. Kent Street, this single-track lane does not have the capacity for any additional traffic.

Data provided by Streetwise Services, an accredited specialist transportation data consultancy, in support of planning application No DC/24/0054 by Enso Energy to Horsham District Council recorded typical north bound vehicle movements along Kent Street between 16th and 23rd October 2023 to average 486 per day, peaking at 802. This level of traffic already exceeds the capacity of this lane and often results in heavy congestion, significant damage to the verges and frequent hold-ups. The following photographs show the narrowness of the single-track lane and regular conflict situations because there are NO passing places. In 2022, a laden horse transport lorry slipped off the verge, while attempting to pass an oncoming vehicle, and tipped over into one of the many road side ditches.



Photograph No 1



Photograph No 2.