

The following issues are not being addressed by the Applicant's follow up submissions to requests for information or answers to questions.

Kent Street is totally unsuitable as an access lane for construction traffic and Cowfold village is not an appropriate as a thoroughfare to the proposed substation.

In order to ensure a sustainable approach to any construction work, construction traffic (HGVs, Vans and Workers' vehicles) must not use Kent Street or access via Cowfold.

Kent Street is not a suitable lane for construction traffic accessing the substation proposed at the Oakendene site for reasons described in several other submissions. The Applicant is making no attempt to propose alternative access routes. Similarly, Cowfold, which is designated an air quality management area (AQMA) and is already a heavily congested village on both its north-south (A281) and east-west (A272) routes. The Applicant has made no attempt to propose alternative access routes for the work proposed in the Partridge Green area and for accessing the northern end of the proposed cable routes and substation.

Inadequate detail in the Applicant's Codes of Practice

By only submitting Outline Codes of Practice, E.G. Outline Code of Construction Practice - Document library reference APP-224, at the application stage implies that Rampion will be relying on appointed contractors to create and document the detailed construction and transport management plans if and after consent is granted. Detailed construction management and traffic management plans including detailed arrangements for providing uninhibited access for residents along private (lanes) means of access and avoiding villages and built up areas particularly AQMAs should be presented to the Planning Inspectorate and Interested Parties for scrutiny during the examination period and before consent is granted.

Ensuring 24/7 access for residents on King's Lane is still not assured.

The applicant has still not demonstrated how 24/7 access will be maintained for residents of King's Lane at crossing points 48a and 48b and 50a and 50b. (Referenced in Outline Code of Construction Practice - Document library reference APP-224.)

On 25th April 2024 an unofficial vehicle count between 08:00 and 16:25, estimated in excess of 50 vehicle movement on King's Lane/Moatfield Lane, passing crossing point 50a and 50b. About 75% went on to pass crossing point 48a and 28b. These movements maxed at about 12 an hour and averaged approximately 6 per hour. Anecdotal from observations these were seen to be due to school trips, shopping, postal, parcel and grocery deliveries, contractors attending properties and residents attending medical appointments. A vehicle movement every 10 minutes would be very disruptive to Rampion's operations if HDD is not used where the cables are proposed to cross King's Lane.

Inadequate justification for the proposed route rather than other alternative routes.

Rampion has still not justified why the on shore cable route in the current application, which RED clearly, favours, is the best "sustainable" option and is not the unacceptable environmentally damaging option, that other expert bodies and Interested Parties demonstrate in their submissions. Its environmental impact assessments are superficial and miss many of the most significant environmental and ecological issues highlighted in these submissions from other expert groups and Interested Parties.

The offshore options have been dismissed mainly on financial grounds and have still not been fully appraised and take account of the holistic approach to sustainability and ALL its constituent parts; economic, environmental and social. Paper titled Cowfold Residents' Comments at Deadline 3 submitted on 24th April 2024.

I have studied the document titled Cowfold Residents' Comments at Deadline 3 and fully endorse its contents.