

Once again this submission is additional to those made previously and I ask the Inspectorate to continue to address these points as well as this submission.

I am very concerned that we are now at the penultimate stage where interested parties can have their say and as far as I can see we are no further forward than when this consultation started. No points have been satisfactorily resolved and, indeed, in many instances we are worse off as further information from Rampion has revealed worse outcomes than their original plans! Indeed, it is clear from Rampion's responses to issues raised by the Inspectorate that they really do not have a properly thought-out plan. Their continued denial that issues exist at all or are their responsibility, their tardy and incomplete responses to the Inspectorate and the difficulty in extracting detailed plans surely identify the complete untrustworthiness of the plan. We know Cowfold was their least favoured site and clearly no serious consideration was given to it at the outset otherwise its complete unsuitability would have been obvious. We are now the victims of Rampion's desperate scramble to avoid failure and this is manifestly undemocratic. I ask the Inspectorate – at what point do you say to Rampion “enough is enough, this is not a viable plan. Please find another site”?

Specifically, please will the Inspectorate consider

- What lessons have Rampion learned from the Shoreham stage of the process and how are they implementing these for the future. Now the Inspectorate have revealed the sketchy nature of Rampion's original plan it appears no lessons have been taken on board.
- The future destruction of Kent Street and the surrounding area gets worse with every 'clarification' from Rampion – huge abnormal loads being funnelled down a tiny road with a 2m width restriction, the knock on requirement to rip out ancient hedges and trees in a rural environment in order to create passing and turning spaces. Huge access arcs being created to allow management of huge trucks and resulting destruction of wildlife. I can only quote another concerned resident :
  - o Rampion have been admitting to more and more hedge and tree removal in recent months, most of it in this area. Now much of the first kilometre of Kent Street heading south from the A272 will have its hedges stripped out for access points to the cable route and visibility splays onto Kent Street from the haul roads, and they want a huge turning arc so that their enormous vehicles can actually turn in and out of Kent Street. The visibility splays for Kent Street and the new access to the substation will be almost continuous, with the loss of hundreds of metres of hedge.
  - o All of this makes it virtually impossible for them to pretend they can hide the substation from view. The route in to Cowfold will be utterly changed, and Kent Street will form part of an industrialised landscape
- What satisfactory mitigation/safety plans are proposed for the residents of Kent Street, safeguarding of the horses who are also resident and local dog walkers.
- Lack of any plan to control light goods vehicle and workers cars using the A272 through Cowfold with unknown consequences for the already pressurised AQL not to mention traffic tailbacks and the known knock-on effects of this on accident rates. Additionally there is no indication that consideration has been given to the impact on the local economy. Examples of Rampion simply denying a problem exists!
- These issue are being considered without a full understanding of the effects of the battery storage plan currently before Horsham Council which will only add to the industrialisation. I would further draw the Inspectorate's attention to the recently approved plans for the solar farm planned by Botnar's which will industrialise the landscape on the other side of the village.