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**From:** [REDACTED]  
**Sent:** 06 December 2024 10:43  
**To:** Rampion2  
**Subject:** Response to the Secretary of State for ES&NZ, dated 25 November, to RED.

**Categories:** EO

Paul Lightburn



6th December 2024

I refer to the request from the Secretary of State for Energy Security & Net Zero, dated 25 November, to Rampion Extension Development Limited to provide information.

I would like to bring to the Secretary of State's attention the following issues which have not been addressed adequately by the Applicant during the Examinations process.

**Point 9 in the Secretary of State's letter. Reference to trenchless crossings.**

There are several private access lanes along the cable route, some of which provide the only means of access for residents. The Applicant has opted to cut open trenches across a number of these lanes, rather than by trenchless HDD crossings. Open trenches will result in the lanes being closed to all traffic for long periods of time. In the case of King's Lane, Cowfold, the residents of the 10 properties, including equestrian properties and a working farm, would be subject to "temporary public right of way closures" at the 2 places: Points 48a – 48b and 50a – 50b. This would make it impossible for commuting, school runs and business and other domestic activities to continue. More alarmingly, access for veterinary and medical needs, either routine or emergency, would become impossible. Despite correspondence with RED before the Examination process started and then through representations made at the Hearings, no provision has been made to ensure the householders and other users, including emergency services, have continuous access to and from the public highway during construction works, as is their "Human Right".

**Point 15 in the Secretary of State's letter. Reference to Heads of Terms with Affected Persons in relation to the compulsory acquisition of land by voluntary means.**

Particularly in the Cowfold area, the Applicant has failed to offer and agree acceptable Heads of Terms with several land owners, contrary to being instructed to do so by the Planning Inspector throughout the Examination process. This indicates a lack of commitment by the Applicant to fulfil its obligation so all landowners and other affected persons can make plans should the Application be granted.

**Access to construction sites.**

I would like to draw the Secretary of State's attention to the following point which illustrates the Applicant's lack of access planning to the construction sites, particularly regarding the impact on Kent Street, Cowfold.

Document Library reference: Outline Construction Traffic Management Plan (REP1-010) proposed using Kent Street as a construction traffic access to the construction site and haul roads at access point A61. This is not feasible and the Applicant should have recognised this early in the planning stage. Kent Street is a single track Class C Lane, with no passing places, and already subject to subsidence because of its weak substructure and thin metalling. Widening it is not an option because of the roadside ditches and close proximity of hedges and trees. The Applicant was intransigent to requests to look at this option again and if the Application is granted, they should be instructed to

remove A61 as an access point and if construction work. Access could be via alternative means directly, such as from the adjacent A272 trunk road, which has a direct border with the proposed site.

**Alternative site for the on shore substation.**

The Applicant failed to justify Oakendene, Cowfold as the best location for the on-shore substation rather than the far less impacting alternative at the existing Bolney substation site. In its justification the Applicant stated that the decision was “marginal” but it failed to take account of the respective environmental impacts. The direct route to Bolney has far fewer impacts on the environment, particularly on hedges, wildlife and veteran oak trees.

Wineham Lane, Bolney was upgraded when the original National Grid substation was constructed in the 1970s. It is a therefore a purpose bult substation access road which served adequately the construction of the Rampion1 substation. This is another argument why the existing industrial site at Bolney should have been the preferred site for the Rampion 2 on shore substation, rather than the proposed site at Oakendene, Cowfold where the environmental impacts are far more significant.