

Rampion 2 Wind Farm

Category 5:

Reports

Consultation Report

Appendices 6 – 10

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Rampion 2

WIND FARM

Consultation Report

Annex 2: Appendices 6 to 10

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations, 2009 - Regulation 5(2)(q)

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6. Onshore supplementary consultation – 18 October to 29 November 2022

6.1. Statement of Community Consultation

6.1.1. Draft updated Statement of Community Consultation

Updated Statement of Community Consultation

Draft for Consultation
April 2022



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Introduction

Purpose of the Updated Statement of Community Consultation

Our 'Statement of Community Consultation' (SoCC) describes how we, Rampion Extension Development Limited, intend to consult about the proposed Rampion 2 project. Reading our SoCC will help inform you, a member of the public, about our formal public consultation on Rampion 2. This Updated Statement of Community Consultation has been provided to explain how we will consult the public during a second round of statutory community consultation on the proposed Rampion 2 project.

Having reviewed consultation feedback from local communities, landowners and other statutory consultees, we are investigating alternative cable route alignments and different locations for trenchless construction methods, construction compounds and access routes. These potential alternatives have been identified in response to requests or comments made and issues raised during the statutory consultation that took place between 14 July and 16 September 2021 and reopened between 7 February and 11 April 2022 other stakeholder engagement and as a result of our further engineering and environmental assessment.

Some of these potential alternatives are comparatively straightforward, such as allowing the option to move the cable route from one side of a field to the other. Others are more complex, and they may have different impacts on landowners, communities or the environment. Further changes propose new locations for works within the area we previously consulted on. Whilst each potential change is localised, they are proposed at numerous locations along our onshore cable route. However, the principle of cable route construction remains the same. The cables will be undergrounded for the entire length of the route, using a combination of the 'open cut trench and backfill' method, or a 'trenchless' methodology.

The purpose of this second round of statutory consultation is to ensure that local communities, groups and landowners in close proximity to the potential alternatives and new locations for works can review and comment on their merits and disbenefits. We are seeking specific feedback to allow us to consider the proposed changes and whether we should incorporate them in our project, including whether we might then remove other areas from our initial proposed boundary as a result.

This updated SoCC proposes refined methods of consultation to reflect the focus of the second statutory community consultation exercise being solely on the onshore elements. We are not inviting feedback on the original cable route and associated works that were the subject of the first round of statutory consultation, as this has already been considered when identifying the potential alternatives being presented as part of this second round of statutory consultation.

Preparing the Updated Statement of Community Consultation

This Updated SoCC has been prepared in accordance with section 47 of the Planning Act 2008 and explains how we will consult the local community ahead of applying for a Development Consent Order (DCO) to build the project. Amongst other matters, this document sets out:

- When we will hold our consultation
- The information that will be included in it
- The methods we will use to reach communities and gather their views
- How we will take into account the feedback received in shaping the proposals

As part of the preparation and finalising of the Updated SoCC, we requested feedback from the following local authorities **who are potentially affected by onshore proposals**¹:

- Arun District Council
- Horsham District Council
- Mid Sussex District Council
- South Downs National Park Authority
- West Sussex County Council
- Marine Management Organisation

In addition, we requested feedback from the following bodies²:

- East Sussex County Council
- Adur District Council
- Worthing Borough Council
- Chichester District Council
- Brighton and Hove City Council
- Eastbourne Borough Council
- Lewes District Council
- Isle of Wight Council
- Wealden District Council

¹ S43(1) Consultees as prescribed in the Planning Act 2008 <https://www.legislation.gov.uk/ukpga/2008/29/section/43>

² For consistency, the same authorities have been contacted for both the previous proposals that were consulted on and the more limited geographical extent of the changes that are the purpose of this updated SoCC

The Planning Process

Rampion 2 is classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means that we must apply to the Secretary of State for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO) which will permit us to build the project. It is our current intention to submit this application in late summer 2022.

We will submit the DCO application to the Planning Inspectorate (PINS) who will only accept the application on behalf of the Secretary of State for examination if it complies with the relevant statutory formalities and standards. PINS will consult with local authorities on the adequacy of consultation.

Once the application is accepted for examination, we are required to carry out further publicity in relation to the scheme. Interested parties will then be able to register their interest in the application with The Planning Inspectorate who will assess the application in an examination on behalf of the Secretary of State for BEIS.

During the examination of the application interested parties will be able to submit written comments on the proposals and participate in the public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the Secretary of State BEIS who will then decide whether or not to grant a DCO.

Further information about the DCO application and examination process is available on the Planning Inspectorate website at <https://infrastructure.planninginspectorate.gov.uk/> or by calling PINS at 0303 444 5000.

The Planning Act 2008 and consultation

DCOs are governed by a statutory process which requires us to consult in accordance with the Planning Act 2008, in particular including provisions such as:

- **Section 42 (duty to consult)** - This section requires us to consult certain organisations, people and categories of people about the proposed application. The consultees include certain local authorities, persons with rights over land and other prescribed persons.
- **Section 47 (duty to consult local community)** - This section requires us to prepare and publish a statement (the “Statement of Community Consultation”) setting out how we propose to consult local people about the proposed application. We must consult with the relevant local authorities before publishing such a statement, and the local authorities must reply within 28 days. The consultation must then be carried out in the manner set out in the statement. This statement has been produced following such consultation.

- **Section 48 (duty to publicise)** - This section requires us to publicise the proposed application, including in the national and local press and to specify a deadline for consultation responses to be received.

In early 2021 we undertook non-statutory consultation and held a number of meetings with specialists from statutory bodies and representative community organisations. Having consulted on a Statement of Community Consultation, we then undertook consultation later in 2021 in relation to our whole project to meet the above requirements – this is known as statutory consultation. We reopened this statutory consultation in early 2022 to receive further responses. We are currently at the stage in developing our proposals where we will consult again to meet the above requirements in relation to potential localised amendments to our onshore cable route. We will use the feedback that we receive to help us refine our final proposals for Rampion 2 before submitting our DCO application.

As part of our DCO application, we will submit a Consultation Report detailing our approach to consultation, the feedback that we receive during our statutory consultations, and how we have given due regard to them in finalising the proposals. When considering our DCO application, the Secretary of State must consider whether the consultation that we have undertaken has been adequate and compliant with the legislative requirements.

It may be necessary to make further changes to the project following the public consultation process. Should this be necessary, we will consider further targeted consultations beyond what is specified in this document, to help inform our decision on the final design of the project. If further consultation is carried out, we will provide appropriate notification to relevant stakeholders who may be affected by the change(s) in question.

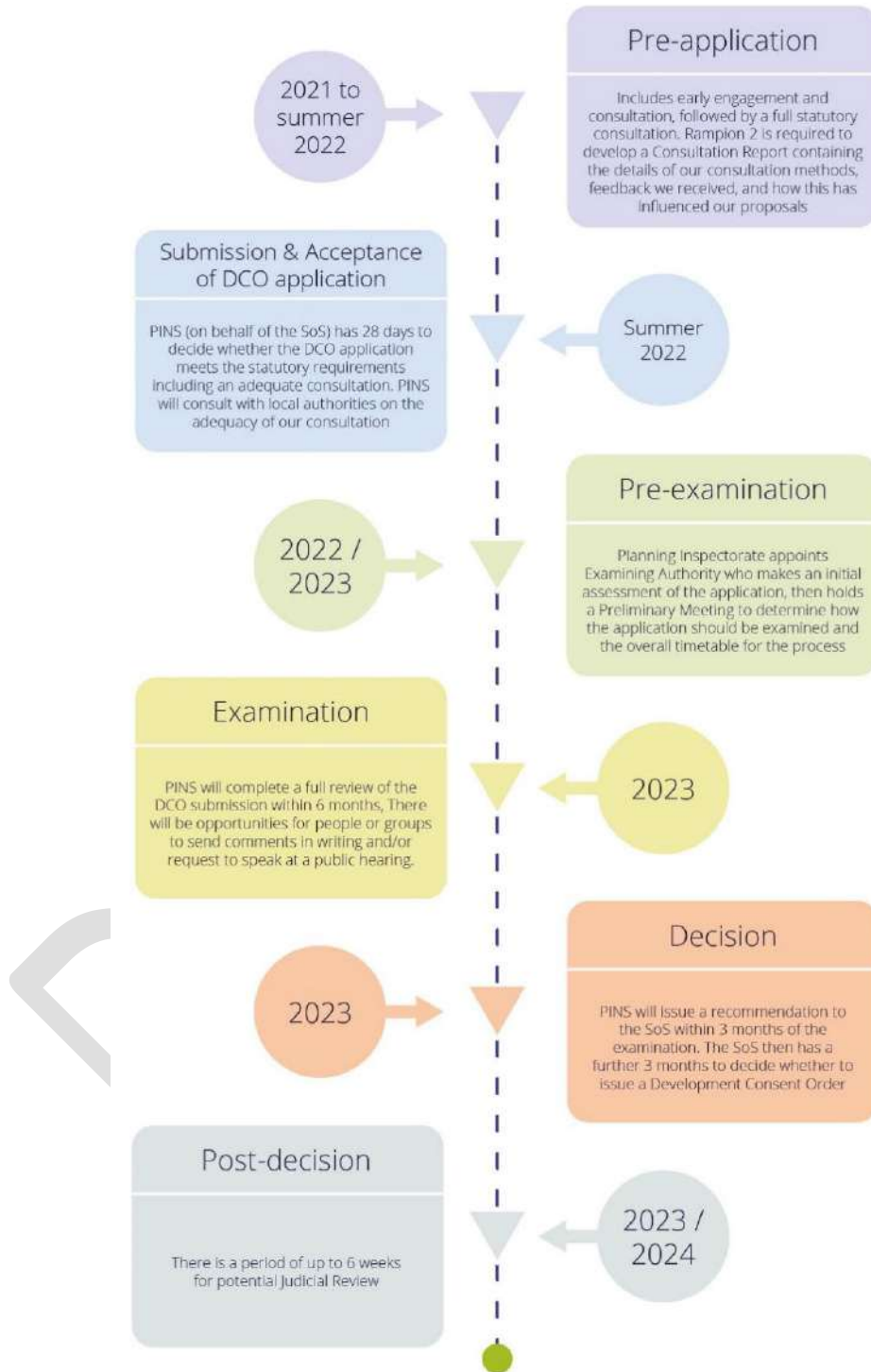
Environmental Impact Assessment

For the proposed Rampion 2, we are required to carry out an Environmental Impact Assessment (EIA) of our proposals. In legal terms, this means it is considered to be ‘EIA development’ for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

We must assess the potential environmental impacts from our proposals and, where appropriate, propose mitigation or possible enhancement measures. We will report on this process in a document called an Environmental Statement (‘ES’) which will form part of the DCO application we submit. At the statutory consultation stage, we are sharing and seeking feedback on the preliminary results of our assessments, through a document referred to as the Preliminary Environmental Information Report (PEIR). At the first statutory consultation stage, we shared and sought feedback on the preliminary results of our assessments, through a document referred to as the Preliminary Environmental Information Report. The timeline below outlines our indicative programme at the time of the publishing this Updated SoCC in [May 2022 TBC]. It may be subject to change to account for additional feedback received if it results in further design development and/or consultation activities.

Figure 1: The planning process

* We have estimated 15-18 months between DCO submissions and PINS decision based the typical timeframe on previous NSIP projects



The Proposed Rampion 2 Wind Farm

About us

Rampion 2 is owned by a joint venture company called Rampion Extension Development Limited. The joint venture company comprises of: RWE³ (50.1%), a Macquarie-led consortium (25.0%) (comprising Macquarie European Infrastructure Fund 5, the Green Investment Group and the Universities Superannuation Scheme) and Enbridge (24.9%).

RWE is developing the project on behalf of the joint venture. RWE ranks among the largest global players in renewable power generation with a total installed generation capacity of 9 gigawatts and an additional 2.6 gigawatts under construction. The company specialises in onshore and offshore wind, utility-scale photovoltaic (PV) solar power and energy storage projects. RWE employs 3,600 renewables professionals who develop, build and operate large renewable energy assets in 15 countries across Europe, the Americas and Asia-Pacific. RWE's goal is to rapidly expand the use of renewable energy technologies that address the growing concern about energy security, energy affordability, and climate change.

Background to Rampion 2

Rampion 2 is a proposed expansion of the existing Rampion offshore wind farm located in the English Channel off the Sussex coast. The broad offshore area of search being reviewed for development is adjacent to the existing Rampion wind farm which was developed under The Crown Estate's third leasing Round of Offshore Wind. The Crown Estate own and lease the seabed.

Offshore wind is one of the most cost-effective means of reducing greenhouse gas emissions, and the UK Government has identified it as a key solution. The Government has set a target to deliver over a third of UK electricity from Offshore Wind by 2030, up from 10% today.

Rampion 2 will contribute to decarbonising the UK's power supplies in a significant way. To give you an idea; maximising the project's technical potential would enable Rampion 2 to meet the electricity needs of over 1 million homes and save 1.8 million tonnes of carbon dioxide per year. The design will be optimized, chiefly based on environmental, economic and engineering factors; considering your views as members of the public as well as the views of other consultees.

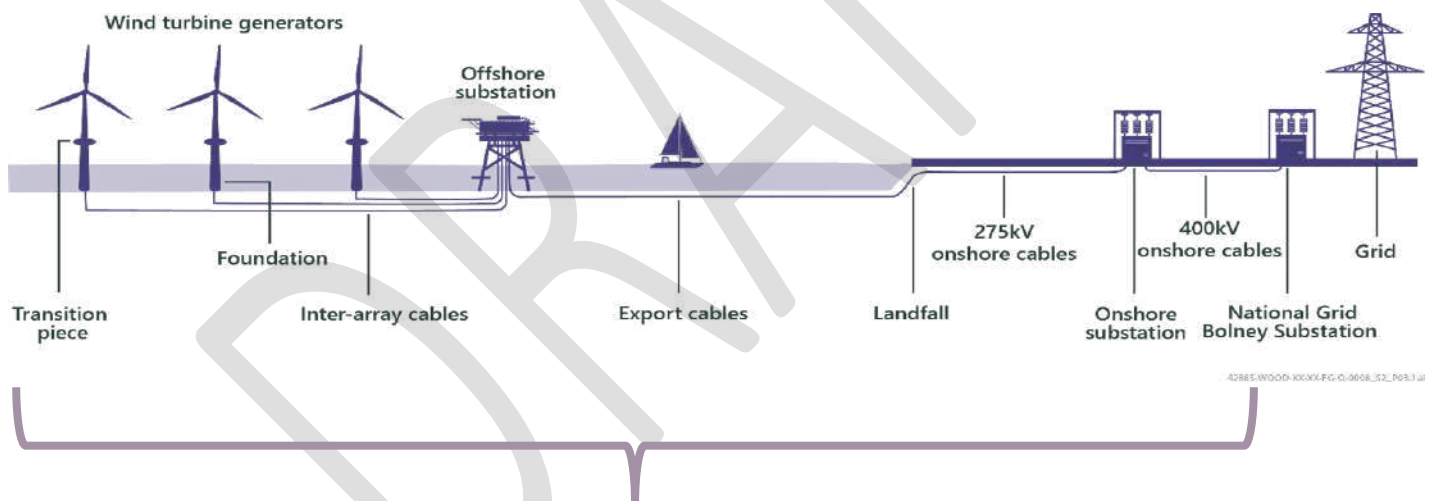
³ Rheinisch-Westfälisches Elektrizitätswerk ("RWE") <https://www.group.rwe/en>

Rampion 2 proposals

Infrastructure being proposed as part of the development includes:

- Up to 116 wind turbines, up to three offshore substations and an export cable search area to bring the power to shore at Climping Beach
- An underground electricity cable connection from Climping Beach to Bolney, Mid Sussex, where the electricity would feed into the National Grid transmission system.
- One new substation located near the existing Bolney substation, which would be required to transform the power from the wind farm up to the required voltage (400kV), in order to connect to the transmission grid.

Figure 2: Rampion 2 Wind Farm Components



New proposed infrastructure to be built as part of Rampion 2 Wind Farm

Our approach to community consultation

Background

We completed a non-statutory consultation exercise in February 2021. Its aim was to learn about local issues and constraints in order to refine our proposed onshore and offshore areas of search.

From 14 July to 16 September 2021, we held a statutory consultation in line with our previous Statement of Community Consultation, which has been reopened between 7 February to 11 April 2022. The consultation sought feedback on our preliminary assessment of the onshore and offshore environmental, community and economic impacts and proposed mitigation measures to reduce or avoid impacts. We also requested specific feedback to help develop our proposals including:

- Feedback on our early thinking on a construction methodology and the measures we would require of our contractors and sub-contractors to minimise any impacts of construction on local communities;
- Comments on the merits or disbenefits of substation and cable route alignment proposals where there are options being considered.

Through feedback we received during the consultation and further design work, we are now carrying out a second statutory community consultation, to seek views on potential changes to our proposals which relate to the onshore cable route and associated works.

Scope of the second round of statutory community consultation

Rampion 2 is seeking feedback from targeted local communities surrounding the onshore cable route in relation to a number of alternative options to the onshore cable route and associated works, including:

- Proposed changes to the onshore cable corridor. These changes affect additional areas of land and in some instances require consideration of effects outside of the area covered by our existing Preliminary Environmental Impact Report
- New locations where trenchless cable installation (including Horizontal Directional Drilling (HDD) may be considered
- New locations proposed for construction and/or operational access.

No changes to the offshore works are being proposed as part of this second round of statutory community consultation. We are not inviting feedback on the original cable route and associated works that were the subject of the first round of statutory consultation, as this has already been considered when identifying the potential alternatives being presented as part of this second round of statutory consultation.

Principles of community consultation

Our primary objective for the community consultation is to ensure that people and communities who feel that they are affected by the development have a chance to understand, comment on and inform the proposals.

There are founding principles that apply to public consultation in the UK to ensure that project such as Rampion 2 undertake lawful consultations. These are known as The Gunning Principles:

- Principle #1: Consultation must take place when the proposal is still at a formative stage
- Principle #2: Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response
- Principle #3: Adequate time must be given for consideration and response
- Principle #4: The product of consultation must be conscientiously taken into account

The Rampion 2 community consultation will adhere to these principles by adopting the following key commitments:

<p>Gunning 1: Formative stage</p> <p>Our community consultation will be held ahead of finalising project designs and environmental assessments and will be subject to review and possible changes taking into account feedback received in consultation.</p>	<p>Gunning 2: Intelligent consideration</p> <p>Our consultation material will include background information describing the design development process, alternative options assessed, both positive and negative effects of the development and reasonings for the preferred proposals being presented for public input.</p>
<p>Gunning 3: Adequate time</p> <p>We will provide a one-week extension to the community consultation minimum statutory requirement of 28 days (4 weeks), to ensure that members of the community have adequate time to review our consultation documents, raise questions, ideas or concerns with the project time and submit a consultation response.</p>	<p>Gunning 4: Feedback taken into account</p> <p>We will collect and review all responses received and analyse key themes to identify opportunities to inform and improve our proposals. We will report back to respondents our responses to the issues raised during the consultation, identifying how feedback has been considered and taken into account.</p>

In addition to these key principles, we are adopting the following objectives for our community consultation:

1. To reach out to and engage with people and groups from a wide range of demographics which reflect the large and diverse population surrounding the project area;

2. To be proportionate in our engagement efforts and awareness campaign – targeting those who live or work in the vicinity of the project and visitors who use the area for school and recreation;
3. To be transparent by:
 - a) Making communities aware of the proposals and keeping them informed throughout the planning process
 - b) Preparing communities for the consultation through early and ongoing engagement
 - c) Making information available to those that responded to the consultation which sets out what we heard through the consultation and how input has informed our proposals

Second round of statutory community consultation timeline

The second round of statutory community consultation for Rampion 2 will take place over a five week time period [May/June 2022 TBC]. As a minimum, we will publish statutory notices under s48 Planning Act 2008 promoting the dates of the consultation in the following newspapers.

- The Argus daily
- West Sussex Gazette
- West Sussex County Times
- Mid Sussex Times
- Fishing News
- The Guardian
- Lloyds List
- London Gazette

During this consultation period, the latest information about our proposals will be available for view on www.Rampion2.com.

Who we will consult in the community

We will strive to reach out to all local communities and those who visit the area with the opportunity to participate in the consultation. We will carefully consider the views of members of the public who feel they have an interest in or will be impacted by Rampion 2 proposals. Our consultation will be accessible online to any member of the public throughout the consultation period.

The consultation zone for the second round of statutory community consultation

In seeking feedback on the alternatives, we will focus our consultation on local communities living, working or visiting areas in close proximity to those proposed alternatives and additional work areas.

Targeted consultation zone

The targeted consultation zone includes Those persons or groups most likely to have a direct interest in or experience impacts from the onshore cable corridor and associated works. It is defined as those 1km either side of the previously defined PEIR boundary, plus the boundaries of the areas newly identified and which are the subject of this consultation. This zone extends along the onshore cable corridor between the landfall at Climping beach to the northern end of the proposed cable routes where they connect to either substation site option.

Wider outreach area

The wider outreach area includes those persons or groups outside of the target zones listed above, but who may have an interest the local areas where potential alternatives are being proposed. This area is defined as those persons or groups who may visitor use the communities along the onshore cable corridor for business or pleasure purposes, and those within the local authority areas within which the onshore infrastructure is proposed.

Publicising the second round of statutory community consultation

We will use a range of techniques to maximise awareness of the proposed changes in the local communities that may be affected. These are designed to allow people with different needs in local communities to take part in the consultation in a way that is convenient to them and set out on the following page.

Figure 4: Our methods of promoting consultation



Consultation letters or leaflets distributed to postal addresses with information about the consultation and how people can have their say. As a minimum, the direct mailing will target addresses within the targeted consultation zone.



Use our existing stakeholder database to send a **targeted email** at the start of the consultation to local community groups and organisations who have signed up for project updates or otherwise provided permission to be contacted about the project.



Raise awareness of the consultation with posters at local information points within the targeted consultation zone and wider outreach area, including notice boards at community venues, village halls and Public Rights of Way



Inform local communities in the consultation zone through targeted news releases, social media and by providing promotional materials to Parish Councils and other community groups and organisations. We will also ask planning authorities covering the wider outreach area to promote the consultation through their communication channels



Publish **statutory notices in local newspapers**, giving details about the consultation.

Removing barriers to participation

It is important to ensure that consultation is inclusive and enables participation from a wide range of audiences, including those who are seldom heard in public consultation such as young people and those for whom English is not a first language. We will do this by identifying the reasons why some people might not wish to or be able to engage with us and make every effort to remove their barriers to participation.

Figure 5: Our methods of removing barriers to participation

Potential barrier	Those who might experience this	How we plan to address it
<p>No time to participate</p>	<ul style="list-style-type: none"> • Long or unusual working hours • Managing various commitments • Parents 	<ul style="list-style-type: none"> • Consultation documents and response form will be made available 24/7 on our website • We will offer opportunities for people to ask questions via email, website submission or freephone as well as multiple opportunities to attend virtual and face to face consultation events, which will include the option to attend in the evening or a Saturday • Consultation documents will be organised such that participants can easily direct their attention to the information that interests them most and at the level of detail they feel they require to provide intelligent consideration
<p>Not aware of the project or consultation</p>	<ul style="list-style-type: none"> • Didn't see any advertisements • Not linked to local civil groups or community networks • Other things competing for your attention 	<ul style="list-style-type: none"> • Use a variety of techniques for publicising the consultation, including traditional media, social media, and posters at places within communities where they are most likely to be seen • Engage with parishes whose communities are within the targeted consultation zone to ensure we are reaching out to all local communities and publicising through the best channels
<p>Don't believe participating will make any difference</p>	<ul style="list-style-type: none"> • Had a bad experience with similar projects, the planning system or politics in the past • Those who wish to understand the proposals by speaking face-to-face with the project team 	<ul style="list-style-type: none"> • Describe in our consultation documents where feedback from the first round of statutory consultation has influenced the proposals being consulted on • Communicate in our consultation documents the methodologies we use to minimise construction disturbance to local communities • Provide the opportunity for those with concerns to speak to members of the project team so that we may understand their perspective and learn from their experiences
<p>Not able to understand the proposals or consultation materials</p>	<ul style="list-style-type: none"> • Do not speak English as a first language or have a lower literacy level • Information is too technical to be understood by the average person 	<ul style="list-style-type: none"> • Identify local cultural and religious groups within the targeted consultation zone and wider outreach area and contact them ahead of consultation to ensure that our approach best meets the needs of its members and ask them to disseminate information and encourage participation • Provide the opportunity to request project materials in different languages or in Easy Read format • Ensure that consultation documents are written in plain English and that we supplement technical concepts with visual aids (videos, graphics, diagrams, etc.)
<p>Not able to access information</p>	<ul style="list-style-type: none"> • Anyone with a disability • Those that have slow internet speeds, limited or no access to a computer, or difficulty navigating complex websites 	<ul style="list-style-type: none"> • Identify local groups that represent persons with disabilities within the targeted consultation zone and wider outreach area and contact them ahead of the consultation to ensure that our approach best meets the needs of its members and ask them to disseminate information and encourage participation • Provide the opportunity to request project materials in different formats (e.g. large print, or audio) • Ensure that consultation documents are written in plain English and are easy to navigate and download from our website, and that we supplement technical concepts with visual aids (videos, graphics, diagrams, etc.)

The consultation arrangements

We will use a range of techniques to consult the community. These are designed to allow people with different needs to take part in the consultation in a way that is convenient to them while complying with any Government guidance on COVID-19 that may be issued from time to time. For the second round of statutory community consultation we will take account of the expected enduring reduction in COVID-19 restrictions, enabling more in-person engagement. These expected arrangements are set out below.

Information to be provided to consultees

To ensure that communities have sufficient project and background material to enable informed consideration of and feedback on our proposals, we will prepare a number of documents, maps and plans showing the nature and location of the targeted areas being consulted on.

Figure 6: The consultation documents

Consultation Document	Description
<p>Supplementary Information Report to the Preliminary Environmental Information Report (PEIR)</p>	<p>The PEIR provided information on the likely significant environmental effects of the proposed development plans at the time that these were issued for consultation in July 2021. This PEIR Supplementary Information Report (SIR) provides additional preliminary environmental information associated with new alternatives and additions to the proposed development plans that are being presented in this consultation. The SIR identifies the areas that are being consulted on with a high-level environmental review for each alternative and addition, including whether there are likely to be any significant changes to the conclusions that were presented in the PEIR. It will seek to be a short document which cross-references the PEIR where signposting is required.</p>
<p>Consultation factsheets with maps</p>	<p>Information about the additional areas being assessed to determine potential changes along the onshore cable corridor between the landfall at Climping Beach and the connection to the National Grid near Bolney. Each change presented will include a map which outlines the previous proposal and additional area being consulted on, describing the reasons we are considering a potential change.</p> <p>We will also present information about the project and onshore cable route to inform feedback about the changes being consulted on, including</p> <ul style="list-style-type: none"> - Introduction to the Targeted Consultation - Background to Rampion 2 - Consents Process - Onshore Construction Methodologies and Managing Impacts
<p>Videos</p>	<p>An introductory video which describes what is being consulted on and how people can have their say, as well as an informational video demonstrating the process for reinstating land following construction of the onshore cable route.</p>
<p>Consultation response form</p>	<p>A digital form for respondents to express their views and submit virtually to the project team for consideration. Consultation responses will also be accepted via email and mail.</p>

These consultation materials will be presented on our website www.Rampion2.com. Every effort will be taken to ensure the information is accessible to participants with all levels of digital proficiency, by ensuring the navigation to documents is clear and intuitive and is functional for those who have lower internet speeds or lack IT knowledge. Additionally, all consultation documents will be available in PDF versions, which can be downloaded directly from the website or requested by emailing us at rampion2@rwe.com or calling our freephone telephone line 0800 2800 886 (Freephone line hours of operation 7am-9pm Monday to Saturday).

We encourage people and groups to review the consultation documents in digital form, but we will accept requests for hard copies of consultation materials via phone or email, which will be managed on a case-by-case basis. Where reasonable and depending on the specific consultation document(s) requested, we may charge a fee for printing and mailing.

Methods for delivering the second round of statutory community consultation

Website

A dedicated website will be available to find out more information about the project and latest proposals at www.Rampion2.com. The website will be updated with our targeted consultation documents, including links to the PEIR SIR, factsheets which outline our proposed alternatives grouped by location that describe the technical change being assessed, and video content. Links to the other documents previously consulted on, such as the PEIR, Non-Technical Summary to the PEIR and all other consultation documents presented in the former consultation will remain available for those who wish to learn about previous background information. The aim of this platform is to provide a wide-reaching way of engaging with anyone interested in the project changes.

Virtual public forums open to the wider public to allow people to ask questions about the targeted consultation proposals directly to members of the project team. The details of these virtual presentations will be promoted on our website and in our targeted email newsletter.

Consultation drop in events where people will be able to view our targeted consultation proposals, talk to our project team in person and ask questions at suitable venues in the vicinity of the proposed onshore cable route changes [All dates/venues are subject to change in finalisation of the Updated SoCC, although comparable venues, days, and times will be sought wherever possible]

Second round of statutory community consultation drop in events [TBC]

[Thursday 16 June 1:00pm - 8:00pm

Ashurst Village Hall, The Street, Ashurst, Steyning BN44 3AP]

[Saturday 18 June 2:30pm – 8:00pm

Washington Village Hall, School Lane, Washington, RH20 4AP]

[Monday 27 June 1:00pm - 8:00pm

Arun Yacht Club, Rope Walk Riverside West, Rope Walk, Littlehampton BN17 5DL]

[Tuesday 28 June 1:00pm - 8:00pm

Arundel Town Hall, Atherely Chamber, Maltravers St, Arundel BN18 9AP]

Using feedback to inform Rampion 2 proposals

Collecting consultation responses

To capture participants' feedback, we will provide a consultation response form inviting comments. It will be made available on our website www.Rampion2.com alongside the other consultation documents, but participants may also request fillable copies by email or a hard copy by mail

The Consultation Report

Following the consultation, we will consider all the views that we receive and continue to develop our design for the proposed Rampion 2 ahead of submitting our DCO Application to the Secretary of State. Our DCO application will include a Consultation Report setting out how we have had regard to all responses received.

Any comments received will be analysed and may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that feedback can be considered as part of the DCO process. We will ensure that any personal details are not placed on public record, will be held securely by Rampion Extension Development Ltd and its agents in accordance with the data protection laws and will be used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties.





Contact us

Our team is on hand to help with queries and register your comments on the proposals for Rampion 2.

Email us at: rampion2@rwe.com

Call our freephone information line at: 0800 2800 886

Visit our website at: www.Rampion2.com

Follow us on Instagram [@rampion2windfarm](https://www.instagram.com/rampion2windfarm)

Landowner interests

If you are a landowner, have an interest in any of the land which interacts with our proposals, or if you have any questions relating to land interests in the area, please contact our appointed land agents from Carter Jonas by:

Calling: 0121 794 6250

Emailing: rampion2@carterjonas.co.uk

If you would like this document in another language, large print, audio or braille formats, please contact us using the details above.



6.1.2. **Example letter to local authority**

West Sussex County Council
County Hall, West St
Chichester
PO19 1RG
United Kingdom

Rampion 2 Project
Rampion Extension Development Ltd

c/o RWE Renewables
Greenwood House
Westwood Way
Westwood Business Park
Coventry
CV4 8PB

20 April 2022

Consultation on updated onshore Proposals for the Rampion 2 Offshore Wind Farm Project located in the English Channel in the South of England (known as Rampion 2).

Rampion Extension Development Limited (the Applicant) will be submitting to the Planning Inspectorate (PINS) an application for a Development Consent Order (DCO) for the development of an offshore windfarm with an installed capacity of up to 1200 megawatts to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. The application is being made pursuant to the Planning Act 2008 (“the Act”). Further details of the proposal and the land affected are set out below.

The application, if accepted, will be examined by the Planning Inspectorate and a recommendation will be made to the Secretary of State for Business, Energy and Industrial Strategy who will then decide whether or not to approve the DCO. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. If granted, the DCO will provide consent for the construction, operation and maintenance of the windfarm but will also grant other powers that are required for the development, such as the power to compulsorily acquire land or use land temporarily that the Applicant does not own.

On 23 March 2022 the Applicant wrote to consult you pursuant to Section 47(2) of the Act on a draft Updated Statement of Community Consultation (“Updated SoCC”) for the second round of statutory consultation on the Rampion 2 proposals. On 1 April 2022 a subsequent letter was issued to you notifying of the Applicants withdrawal of the draft Updated SoCC for the purposes of consultation pursuant to Section 47(2).

The purpose of this letter is to invite you again to provide your comments on a draft Updated SoCC which the Applicant must prepare as part of the pre-application process. The draft Updated SoCC sets out how we propose to undertake a second round of statutory consultation with local communities in the vicinity of the land which may be affected by the proposed development. Please note that the attached draft Updated SoCC has been revised from the previously issued document to reflect a later consultation timeframe and

incorporate early feedback received from some local authorities on a non-statutory basis.

Statement of Community Consultation

Please see enclosed with this letter a copy of the draft Updated SoCC.

As part of the application and pursuant to Section 47 of the Act, the Applicant must prepare a SoCC on which it must consult certain local authorities which fall within the definition set out in Section 43(1) of the Act. An update to the SoCC has been produced to reflect a second round of statutory consultation. This is required as a result of a number of changes to the project description set out in the Preliminary Environmental Information Report (PEIR) and as a result of potential changes to the assessment of impacts conducted as part of the PEIR. These changes relate purely to the onshore elements of the project and the consultation will relate solely to those elements. The Updated SoCC has been prepared on that basis. No changes to the offshore elements are being consulted upon.

We refer you to paragraph 35 of the Pre-Application Guidance. This provides that local authorities should, as far as practicable, co-ordinate their responses to the Applicant to ensure that the consultation proposals set out in the Updated SoCC are coherent, effective and work across local authority boundaries. The Applicant will be consulting the following local authorities and bodies as part of its preparation of the Updated SoCC:

Section 43(1) Authorities

Arun District Council
Horsham District Council
Mid Sussex District Council
South Downs National Park
West Sussex County Council
Marine Management Organisation

Additional Consultees

East Sussex County Council
Adur District Council
Worthing Borough Council
Chichester District Council
Brighton and Hove City Council
Eastbourne Borough Council
Lewes District Council
Isle of Wight Council
Wealden District Council

Please note that your comments on this draft Updated SOCC are separate to any comments you may have on the merits of the proposed development. If you are a statutory consultee under Section 42 of the Act, you will be contacted separately for your comments on the targeted consultation proposals.

¹

Please see the Pre-Application Guidance - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/418009/150326_Pre-Application_Guidance.pdf

Providing your comments

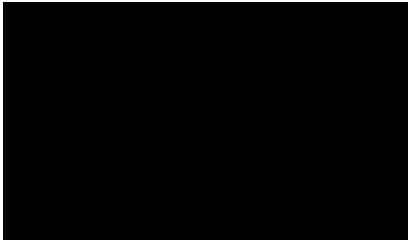
Comments are invited, in accordance with the Act, on the Updated SoCC no later than **18 May 2022**.

Please could you respond using one of the following methods:

By e-mail (preferred): Rampion2@rwe.com

By Post: Greenwood House, Westwood Way, Westwood Business Park,
Coventry, United Kingdom CV4 8PB

Yours Sincerely



Rob Gully
Senior Consents Manager Rampion 2
RWE Renewables UK

Enc: draft Updated Statement of Community Consultation

6.1.3. Local authorities comments and consideration

6.1.4. South Downs National Park Authority – comments

These comments have been transcribed from an annotated PDF that was provided by the consultee.

Section	Comment
All	Page numbers need updating
Introduction	This is briefly picked up later, but would be good to understand what was proposed, the response and why its not being progressed, or clearly stating when/where/how it will be dealt with moving forward.
Preparing the Updated Statement of Community Consultation	Although we have concerns regarding the length of consultation (see later), it is clearly set out in the SoCC.
	Further information should be provided on this front, particularly regarding the proposed works specific to this consultation.
	This has been set out quite clearly, with proposals like video, events (although limited), letters, leaflets, targeted email, posters, social media etc.
	There is reference to a consultation report which will consider all views and develop the design, but it doesn't demonstrate how you plan to show the journey from a comment to a modification or change of approach (or why this hasn't been amended).
The Planning Process	Note the intention this will be likely to be September 2022 at the earliest - this would be Autumn!
The Planning Act 2008 and consultation	We still believe you need to explain why more clearly.
Rampion 2 proposals	Would be useful to just confirm here it is this aspect of the scheme which is driving the targeted consultation.
Scope of the second round of statutory community consultation	This is repeated often in the document. Whilst the emphasis is understood, we consider further clarity is still needed to explain why the original options are potentially being discounted to ensure people understand why the new options have come forward.
Principles of community consultation	Further clarity as to when and how should be provided. Given the timescales referred to, it is assumed this will be after submission.
Second round of	We consider that 5 weeks is not sufficient time. The 4-week recommendation is only for the most simple of consultations,

statutory community consultation timeline	which this would not be. As a minimum, we recommend 6 weeks consultation be undertaken.
Who we will consult in the community	This should be a given.
Targeted consultation zone	A map should be provided to clearly demonstrate this area, and make clear what is additional.
Wider outreach area	Again, a map should be provided to indicate the area this would cover.
Information to be provided to consultees	The introduction of the SIR is welcomed, however there is still concern that this will not address all of the issues that may need to be covered as part of a consultation. Expectations were set as part of the original consultation, in terms of the level of information provided, and the proposed changes would have a knock on effect on several of these. For example the draft DCO and the Construction Traffic Management Plan. Explanation needs to be provided as to why these aren't coming forward.
Virtual public forums	The dates for the virtual events should be provided in the SoCC.

6.1.5. South Downs National Park Association – consideration

- Added further detail on why the Statutory Consultation was reopened in early 2022.
- Updated figure 1 ‘the planning process’ with the relevant dates.
- Added further information under Rampion 2 proposals on what was being consulted on and what was not being consulting on and the driver behind the need for further consultation.
- The consultation length was been extended beyond the 28-day minimum to 6 weeks. Originally proposed for the summer, the consultation was moved to autumn.
- Added more information on how feedback is taken into account and produced a ‘Feedback to the Statutory Consultation’ document.
- Added a targeted consultation zone map.
- Added further information on the Virtual Public Forum.
- Amended the page numbering and corrected the formatting issues.
- It was requested to include further detail in the description of the PEIR SIR, to cover the level of proposed change, knock on effects and explain why other

documents such as the draft DCO and the Construction Traffic Management Plan were not included in consultation. The Applicant chose not to provide this level of additional information in the Updated SoCC, however, the Application offered to meet to discuss the selection of the technical documents.

- Due to the volume of change and intricacy of the potential amendments the Applicant chose to keep a summary of the changes in the Updated SoCC, however, the public could find detailed information on the specifics of the changes in the consultation booklet.

6.1.6. West Sussex County Council – comments

West Sussex County Council – comments on the Rampion 2 Offshore Wind Farm updated Draft Statement of Community Consultation (SoCC): targeted consultation for the onshore cable route

- To note: comments made below are not on behalf of the other District or Boroughs, who RED are also consulting with through the process.
- WSCC welcomed the figures and the subsequent Expert Topic Group (ETG) on the 12th May, which outlined the proposed additions to the onshore cable route RED wish to consult on. Any technical comments/issues on these changes will be raised outside of the Draft SoCC comments, as part of the formal consultation response from WSCC.
- Page numbering – every page has been labelled page 1, please update.
- **Introduction: Purpose of the updated SoCC.**
 - a. There is also the need for clearer messaging to the community on why formal consultation is only being held for the onshore cable route and not for the substation options or offshore elements.
 - b. Last paragraph – use of the term '*solely on the onshore elements*', this needs to be clarified, as the onshore substation is not part of the consultation.
- **Introduction: Preparing the Updated SoCC**
 - a. Are the MMO relevant for onshore proposals ?
- **The Planning Act and consultation** - '*We reopened this statutory consultation in early 2022 to receive further responses*' – it should be made clear you mean the coastal zone only here.
- **Environmental Impact Assessment** – second paragraph seems confused, it refers to the PEIR twice.
- **Figure 1** – can the flow diagram be updated to say at least *late* summer 2022 for DCO submission to reflect the rest of the document? If this round of consultation is not likely to close until early/mid July (TBC), how can the DCO be submitted in 'late summer', if stakeholder feedback is going to be considerably and robustly analysed before assessments are completed?
- **Our approach to community consultation** – '*Through feedback we received during consultation...*' Will there be a report documenting the formal analysis of responses from the previous round of consultation included within the consultation materials?
- **Timeline:** the time period for the planned consultation is proposed to be 5 weeks, just over the minimum 28 days period required. This needs to be considered further. Timescales for consultation needs to take into account the complexity of the project elements being presented (and the complexity of the messaging) and a longer consultation period should therefore be considered to allow for this. WSCC suggests at least a 6 week period for this consultation.
- **Figure 4 , WSCC signposting to published SoCC and upcoming consultation** – WSCC are happy to signpost the published SoCC and details of the upcoming targeted consultation on our website (Rampion 2 webpage).
- **Libraries** – as per my email on 8th April 2022, can you confirm the list of libraries that will be included, and whether hard copies will be deposited there?
- **Materials:** It was explained on the call that there would be a PEIR Supplementary Information Report (SIR) outlining the additions to the onshore cable route for review, alongside community focused fact sheets. WSCC have queried what additional technical information will be presented (either updated to reflect the consultation, or new to reflect some of the missing baseline information, that was requested at the PEIR stage). Further clarification on this would be useful.

- **Website** – will there be a virtual village hall this time? If not, will the consultation materials online be easy to navigate?
- **Face to Face:** with the lifting of COVID restrictions, we welcome the inclusion of face to face events as a method for consultation. With this being the first instance some members of the community have had to meet face to face with RED, how will this be addressed/managed by this round of consultation ? Consideration should be given to the messaging/materials provided to the wider community and what would/could be presented at these events to help signpost anyone coming to discuss the onshore substation or offshore turbines.
- **Exhibition locations and times** – if these locations or dates are subject to change, WSCC would expect to be consulted on alternatives prior to publication of the SoCC. WSCC welcomes the splitting of the events across the consultation period, as previously discussed.
- **Contact us** – can it be clear what hours the freephone information line will be open from? Will this be staffed or a recorded message? Will the public have a freepost address to send written comments to ?

6.1.7. West Sussex County Council – consideration

- Amended page numbering and corrected the formatting issues.
- Added additional information on why the consultation focuses on the onshore elements of our proposals.
- Added further detail on why the Statutory Consultation was reopened in early 2022.
- Under the Environmental Impacts Assessment section, removed the repetitive reference to the PEIR and simplified the explanation.
- Under figure 1: The planning process, updated the flow diagram dates to align with the Early 2023 Submission and Acceptance of DCO Application.
- Added more information on how feedback is taken into account and produced a ‘Feedback to the Statutory Consultation’ document.
- Added the list of libraries when documentation is available for inspection.
- Link to the technical documents that are part of the consultation provided.
- The consultation length was been extended beyond the 28-day minimum to 6 weeks. Originally proposed for the summer, the consultation was moved to autumn.
- Added the opening hours to the freephone number. And clarified, the call line is staffed.
- Made a freepost address available to the public so they can respond via post without charge.

6.1.8. Horsham District Council – comments

Section	Comment
Page 2 Introduction/Purpose A targeted approach to consultation is appropriate, if all changes fall within the second	A targeted approach to consultation is appropriate, if all changes fall within the second round of statutory consultation zone (Figure 3). For ease of reference for the public, can the changes be clearly set out and easy to identify – listing out the changes and using comparison diagrams may help.
Page 7 Consultation timeline	This should account for early may bank holiday.
Page 9 Consultation Zone	Statutory consultation zone (Figure 3) appropriate
Page 10 Methods of promoting consultation	Can the targeted email include parish councils immediately adjoining but outside of Figure 3 consultation zone, as new locations of HDD (particularly if involving highway network) and new

	routes for construction would be of interest.
Page 13 Drop in events	Suggest the Sat 14th May at Washington Village Hall is extended to 5/6pm as 11- 3pm slot is likely to be busy, to help out those who want to engage with the progress

6.1.9. Horsham District Council – consideration

- The distribution list for the targeted email was extended to include adjoining Parish Councils to the Targeted Consultation Zone.
- The consultation length was extended beyond the 28-day minimum to 6 weeks. Originally proposed for the summer, the consultation was moved to autumn.
- Extended the event timings for the Washington Village Hall event. The request was for the event to close at 5/6pm, but it was extended to 8pm.
- Due to the volume of change and intricacy of the potential amendments the Applicant chose to keep a summary of the changes in the Updated SoCC, however, the public could find detailed information on the specifics of the changes in the consultation booklet.

6.1.10. **Published updated Statement of Community Consultation**

Updated Statement of Community Consultation



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Introduction

Purpose of the Updated Statement of Community Consultation

Our Updated ‘Statement of Community Consultation’ (Updated SoCC) describes how we, Rampion Extension Development Limited, intend to consult about the proposed Rampion 2 project. Reading our Updated SoCC will help inform you about our formal public consultation on Rampion 2. This Updated SoCC has been provided to explain how we will consult the public during further statutory community consultation on the proposed Rampion 2 project.

Having reviewed consultation feedback from local communities, landowners and other statutory consultees, we are investigating alternative or modified cable routes, alternative accesses and different locations for trenchless crossings. These potential alternatives have been identified in response to requests or comments made, and issues raised, during the statutory consultation that took place between 14 July and 16 September 2021 and reopened between 7 February and 11 April 2022, through continued other stakeholder engagement, and as a result of our further engineering and environmental assessments.

Some of these potential alternatives are comparatively straightforward, such as allowing the option to move the onshore cable route from one side of a field to the other. Others are more complex, and they may have different impacts on landowners, communities or the environment. Further changes propose new locations for works within the area we previously consulted on. Whilst each potential change is localised, there are a number of such changes along the cable route. However, the principle of cable route construction remains the same. The cables will be laid underground for the entire length of the route, using a combination of the ‘open cut trench and backfill’ method, or a ‘trenchless’ methodology.

The purpose of this further statutory consultation is to ensure that local communities, groups and landowners with an interest in the potential alternatives and new locations for works can review and comment on these and our proposed mitigation. We are seeking specific feedback to allow us to consider the proposed changes and whether we should incorporate them in our project. This may also result in removing other areas from our original proposed boundary before we make our final Development Consent Order (DCO) Application to the Secretary of State (SoS).

This Updated SoCC proposes refined methods of consultation to reflect the focus of the second statutory community consultation exercise being solely on the onshore cable route. We are not inviting feedback on the original cable route and associated works that were the subject of the first round of statutory consultation, as this has already been considered when identifying the potential alternatives being presented as part of this second round of statutory consultation.

Elements of the proposals which are newly presented for consultation will be visually presented and clearly described in the consultation materials.

Having considered feedback received from previous consultation and engagement, in combination with further studies and assessment, we have selected a preferred onshore substation location which will not be subject to this further consultation. Comments and issues raised as part of further consultation on the onshore cable route will be considered alongside previously received consultation feedback before making final decisions on our proposals.

We have been considering feedback from our previous public consultation and have been meeting with various statutory consultees in respect of our offshore proposals, such as; the Marine Management Organisation (MMO), the Maritime and Coastguard Agency (MCA), Natural England, the South Downs National Park Authority (SDNPA), Cefas, Sussex Wildlife Trust, Sussex Inshore Fisheries and Conservation Authorities (IFCA) to assess opportunities for reducing impact and improving these proposals. This work is ongoing and is not the subject of the second statutory consultation. However, once our DCO application is submitted anyone will be able to review and respond to the proposals via the Planning Inspectorate. This Updated SoCC has been prepared in accordance with section 47 of the Planning Act 2008 and explains how we will consult the local community ahead of applying for a Development Consent Order (DCO) to build the project. Amongst other matters, this document sets out:

- When we will consult;
- The information that will be made available;
- Who we will consult;
- The methods we will use to reach communities and gather their views and;
- How we will take into account the feedback received in shaping the proposals

As part of the preparation and finalising of the Updated SoCC, we requested feedback from the following local authorities **who are potentially affected by onshore proposals**¹:

- Arun District Council
- Horsham District Council
- Mid Sussex District Council
- South Downs National Park Authority
- West Sussex County Council

In addition, we requested feedback from the following authorities and organisations ²:

- East Sussex County Council
- Adur District Council
- Worthing Borough Council
- Chichester District Council
- Brighton and Hove City Council
- Eastbourne Borough Council
- Lewes District Council
- Isle of Wight Council
- Wealden District Council
- Marine Management Organisation

¹ S43(1) Consultees as prescribed in the Planning Act 2008
<https://www.legislation.gov.uk/ukpga/2008/29/section/43>

² For consistency, the same authorities have been contacted for the previous proposals that were consulted on and the more limited geographical extent of the changes that are the purpose of this updated SoCC

The Planning Process

Rampion 2 is classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means that we must apply to the Secretary of State (SoS) for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO) which will permit us to build the project. It is our intention to submit this application in early 2023.

We will submit the DCO application to the Planning Inspectorate who will only accept the application on behalf of the SoS for examination if it complies with the relevant statutory formalities and standards. The Planning Inspectorate will consult with the local authorities on the adequacy of our consultation.

Once the application is accepted for examination, we are required to carry out further publicity in relation to the scheme. Interested parties will then be able to register their interest in the application with The Planning Inspectorate who will assess the application in an examination on behalf of the SoS for BEIS.

During the examination of the application interested parties will be able to submit written comments on the proposals and participate in the public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the SoS who will then decide whether or not to grant a DCO.

Further information about the DCO application and examination process is available on the Planning Inspectorate website at <https://infrastructure.planninginspectorate.gov.uk/> or by calling them on 0303 444 5000.

The Planning Act 2008 and Consultation

DCOs are governed by a statutory process which requires us to consult in accordance with the Planning Act 2008, in particular including provisions such as:

- **Section 42 (duty to consult)** This section requires us to consult certain organisations, people and categories of people about the proposed application. The consultees include certain local authorities, persons with rights over land and other prescribed persons.
- **Section 47 (duty to consult local community)** - This section requires us to prepare and publish a statement (the “Statement of Community Consultation”) setting out how we propose to consult local people about the proposed application. We must consult with the relevant local authorities before publishing such a statement, and the local authorities must reply within 28 days. The consultation must then be carried out in accordance with the SoCC. This SoCC has been produced following such consultation.
- **Section 48 (duty to publicise)** - This section requires us to publicise the proposed application, in national and local press and to specify a deadline for consultation responses to be received.

In early 2021 we undertook non-statutory consultation, where we held a number of meetings with specialists from statutory bodies and representative community organisations. Having consulted on a proposed SoCC, we then undertook consultation in 2021 (July-September) in relation to our project proposals to meet the above requirements – this is known as statutory consultation. We extended the consultation in early 2022 when we became aware that some coastal residents did not receive consultation information leaflets as intended. We then wrote directly to the coastal addresses which were omitted to provide them opportunity to respond to consultation. Virtual events were also offered during the reopened consultation.

We are now at the stage in developing our proposals where we will consult again to meet the above in relation to the potential alternatives to our onshore cable route. We will then use the feedback that we receive to help us refine our final proposals for Rampion 2 before submitting our DCO application.

As part of our DCO Application, we will submit a Consultation Report detailing our approach to consultation, the feedback that we receive, and how we have given due regard to all responses in finalising the proposals. When considering our DCO application, the SoS must consider whether the consultation that we have undertaken has been adequate and compliant with the statutory requirements.

It may be necessary to make further changes to the proposed project following the public consultation process. Should this be necessary, we will consider further targeted consultations beyond what is specified in this document, to help inform our decision on the final design of

the project. If further consultation is carried out, we will provide appropriate notification to relevant stakeholders who may be affected by the change(s) in question.

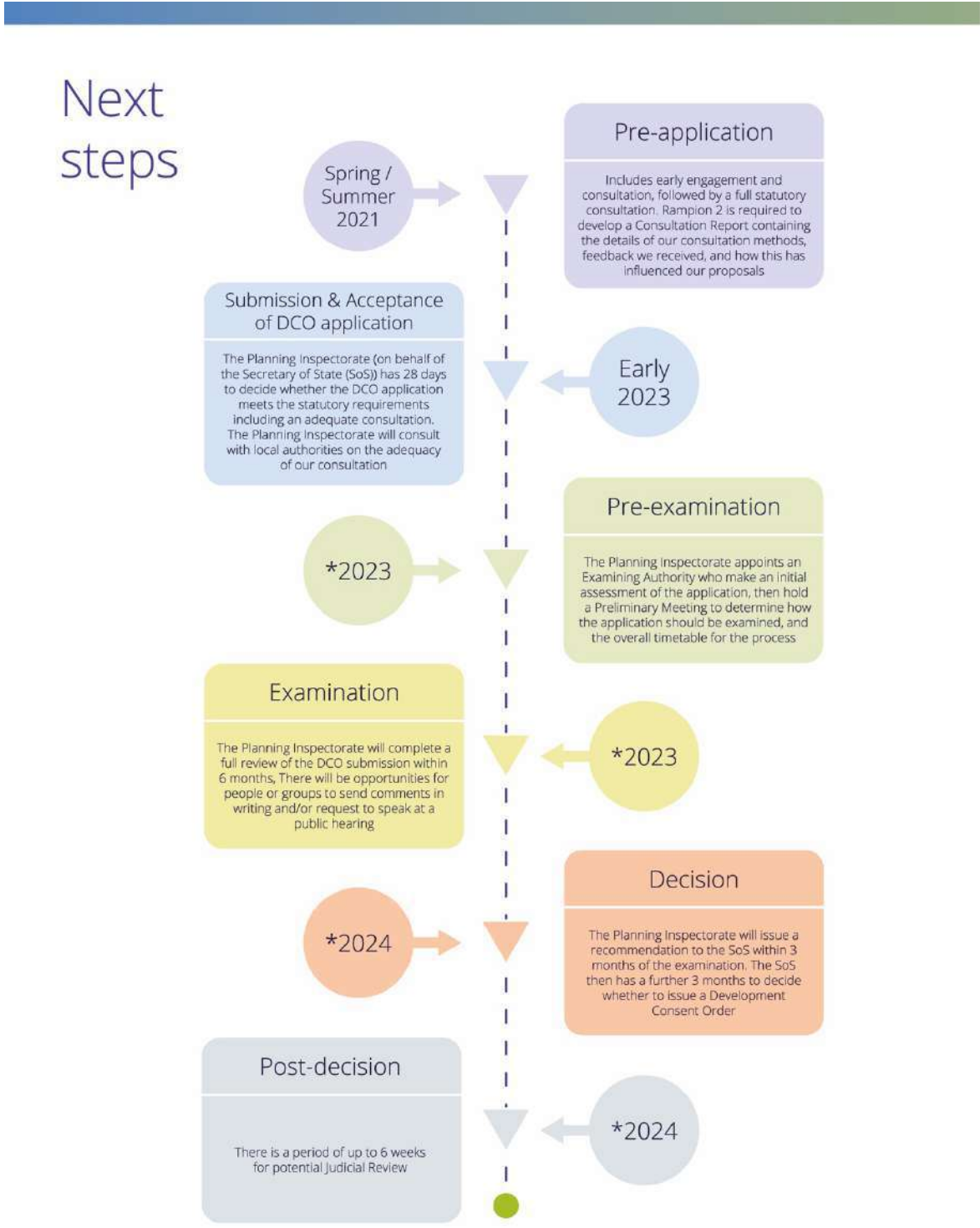
Environmental Impact Assessment

For the proposed Rampion 2, we are required to carry out an Environmental Impact Assessment (EIA) of our proposals. In legal terms, this means it is considered to be 'EIA development' for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

We must assess the potential environmental impacts from our proposals and, where appropriate, propose mitigation or possible enhancement measures. We will report on this process in a document called an Environmental Statement ('ES') which will form part of the DCO application we submit. At the first statutory consultation stage, we shared and sought feedback on the preliminary results of our assessments, through a document referred to as the Preliminary Environmental Information Report (PEIR). During this second round of statutory consultation we will be sharing and seeking feedback on the preliminary results of our assessments in respect of the additional areas and changes to construction methods within the previously assessed area, through a Supplementary Information Report to the PEIR (the "PEIR SIR").

The timeline below outlines our indicative programme at the time of the publishing this Updated SoCC (dated October 2022). This may be subject to change to take account of additional feedback received if it results in further design development and/or consultation activities.

Figure 1: The planning process



* We have estimated 15-18 months between DCO submissions and The Planning Inspectorate decision based the typical timeframe on previous NSIP projects

The Proposed Rampion 2 Wind Farm

About us

Rampion 2 is owned by a joint venture company called Rampion Extension Development Limited. The joint venture company comprises of: RWE, a Macquarie-led consortium (Macquarie European Infrastructure Fund 5, the Green Investment Group and the Universities Superannuation Scheme) and Enbridge (24.9%).

RWE is developing the project on behalf of the joint venture. RWE ranks among the largest global players in renewable power generation with a total installed generation capacity of 9 gigawatts and an additional 2.6 gigawatts under construction. The company specialises in onshore and offshore wind, utility-scale photovoltaic (PV) solar power and energy storage projects. RWE employs 3,600 renewables professionals who develop, build and operate large renewable energy assets in 15 countries across Europe, the Americas and Asia-Pacific. RWE's goal is to rapidly expand the use of renewable energy technologies that address the growing concern about energy security, energy affordability, and climate change.

Background to Rampion 2

Rampion 2 is a proposed expansion of the existing Rampion offshore wind farm located in the English Channel off the Sussex coast. The broad offshore area of search being reviewed for development is adjacent to the existing Rampion wind farm which was developed under The Crown Estate's third leasing Round of Offshore Wind. The Crown Estate own and lease the seabed.

Offshore wind is one of the most cost-effective means of reducing greenhouse gas emissions, and the UK Government has identified it as a key solution. The Government has set a target to deliver over a third of UK electricity from Offshore Wind by 2030, up from 10% today.

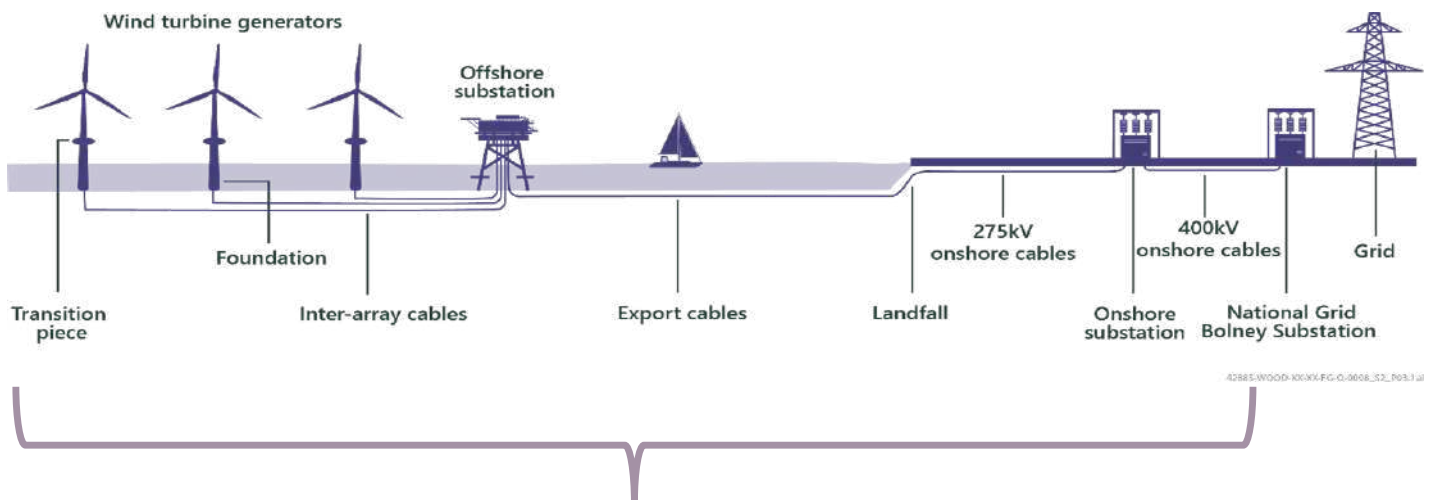
Rampion 2 will contribute to decarbonising the UK's power supplies in a significant way. To give you an idea; maximising the project's technical potential would enable Rampion 2 to meet the electricity needs of over 1 million homes and save 1.8 million tonnes of carbon dioxide per year (*based on an average annual domestic household electricity consumption of 3,618kWh – BEIS, Dec 2019*). The design will be optimized, chiefly based on environmental, economic and engineering factors; considering your views as members of the public as well as the views of other consultees.

Rampion 2 proposals

Infrastructure being proposed as part of the development includes:

- Up to 90 wind turbines, up to three offshore substations and an export cable search area to bring the power to shore at Climping Beach. Whilst we are still engaging with key bodies on this part of our project, we do not expect the need to undertake any further consultation before our consent application. However, anybody can review and comment on our DCO application when it is submitted.
- An underground electricity cable connection from Climping Beach to Bolney, Mid Sussex, where the electricity would feed into the National Grid transmission system. New elements of these proposals will be subject further consultation, as addressed in this Updated SoCC.
- One new substation located near the existing Bolney substation, which would be required to transform the power from the wind farm up to the required voltage (400kV), in order to connect to the transmission grid. Having conducted several months of further analysis and considered feedback received from previous consultation and engagement, we have selected a preferred onshore substation location. This will not be subject to this further consultation.

Figure 2: Rampion 2 Wind Farm Components



New proposed infrastructure to be built as part of Rampion 2 Wind Farm

Our approach to community consultation

Background

We completed a non-statutory consultation exercise in February 2021. Its aim was to learn about local issues and constraints in order to refine our proposed onshore and offshore areas of search.

From 14 July to 16 September 2021, we held a statutory consultation in line with our previous SoCC, which reopened between 7 February to 11 April 2022 when we became aware that some coastal residents did not receive consultation leaflets as intended. We wrote directly to coastal addresses which were omitted to provide them an opportunity to respond to consultation.

This consultation sought feedback on our preliminary assessment of the onshore and offshore environmental, community and economic impacts and proposed measures to mitigate impacts. We also requested specific feedback to help develop our proposals including:

- Feedback on our early thinking on a construction methodology and the measures we would require of our contractors and sub-contractors to minimise any impacts of construction on local communities;
- Comments on the merits or disbenefits of substation and cable route alignment proposals where options were being considered.

Through the feedback and further work we have made a decision on the substation and are now doing a second statutory consultation on potential changes to the onshore cable route.

Scope of the second round of statutory community consultation

Rampion 2 is now seeking further feedback from local communities surrounding the onshore cable route in relation to a number of alternative options to the onshore cable route and associated works, including:

- Proposed changes to the onshore cable corridor. These changes affect additional areas of land and in some instances require consideration of effects outside of the area covered by our PEIR
- New locations where trenchless cable installation (including Horizontal Directional Drilling (HDD)) may be considered
- New routes proposed for construction and/or operational access.

We are not inviting feedback on the original cable route and associated works that were the subject of the first round of statutory consultation, as this has already been considered when identifying the potential alternatives being presented as part of this second round of statutory consultation.

Principles of community consultation

Our primary objective for the community consultation is to ensure that people and communities who feel that they are affected by the development have a chance to understand, comment and inform the proposals.

There are founding principles that apply to public consultation in the UK to ensure that project such as Rampion 2 undertake lawful consultations. These are known as The Gunning Principles and set out below:

- Principle #1: Consultation must take place when the proposal is still at a formative stage
- Principle #2: Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response
- Principle #3: Adequate time must be given for consideration and response
- Principle #4: The product of consultation must be conscientiously taken into account

The Rampion 2 community consultation will adhere to these principles by adopting the following key commitments:

<p>Gunning 1: Formative stage</p> <p>Our community consultation will be held ahead of finalising project designs and environmental assessments and will be subject to review and possible changes taking into account feedback received in consultation.</p>	<p>Gunning 2: Intelligent consideration</p> <p>Our consultation materials will include background information describing the design development process, and the purpose, benefits and impacts of the changes being proposed.</p>
<p>Gunning 3: Adequate time</p> <p>We will provide a two-week extension to the community consultation minimum statutory requirement of 28 days (4 weeks), to ensure that members of the community have adequate time to review our consultation documents, raise questions, ideas or concerns with the project team and submit a consultation response.</p>	<p>Gunning 4: Feedback taken into account</p> <p>We will collect and review all responses received and analyse key themes to identify opportunities to inform and improve our proposals. At the time of consultation launch, we will publish a document summarising our responses to key issues raised during the preceding consultation. The Statutory Consultation Report containing responses to issues raised from consultation will be part of the DCO application and be available at submission.</p>

In addition to these key principles, we are adopting the following objectives for our community consultation:

1. To reach out to and engage with people and groups from a wide range of demographics which reflect the large and diverse population surrounding the project area;
2. To be proportionate in our engagement efforts and awareness campaign – targeting those who live or work in the vicinity of the proposed changes, visitors and those who use the area for work, school and/or recreation;
3. To be transparent by:
 - a) Making communities aware of the proposals and keeping them informed throughout preapplication stage
 - b) Preparing communities for the consultation through early and ongoing engagement

- c) Making information available to those who responded to the consultation which sets out what we heard through the consultation and how input has informed our proposals

Second round of statutory community consultation timeline

The second round of statutory community consultation for Rampion 2 will take place over a six week time period (18th October to 29th November). As a minimum, we will publish statutory notices under s48 of the Planning Act 2008 promoting the dates of the consultation in the following newspapers:

- The Argus
- Isle of Wight Press
- West Sussex Gazette
- West Sussex County Times
- Sussex Express
- Fishing News
- London Gazette
- The Guardian
- Lloyds List

During this consultation period, the latest information about our proposals will be available to view and download www.Rampion2.com.

What will be consulted on

We encourage local communities to give their views about how the Rampion 2 proposals may affect them or their local area. We will be seeking specific feedback regarding the alternatives and our assessment of the environmental, community and economic impacts we've assessed in a Supplementary Information Report to the PEIR (PEIR SIR).

Who we will consult in the community

We will strive to reach out to all local communities and those who visit or work in the areas which may be affected by the proposed changes. We will carefully consider the views of members of the public who feel they have an interest in or will be impacted by the proposed changes to the Rampion 2 proposals. Our consultation will be accessible online to the public throughout the consultation period. For the second round of statutory consultation a proposed consultation zone and measures we will take in the wider area are explained below.

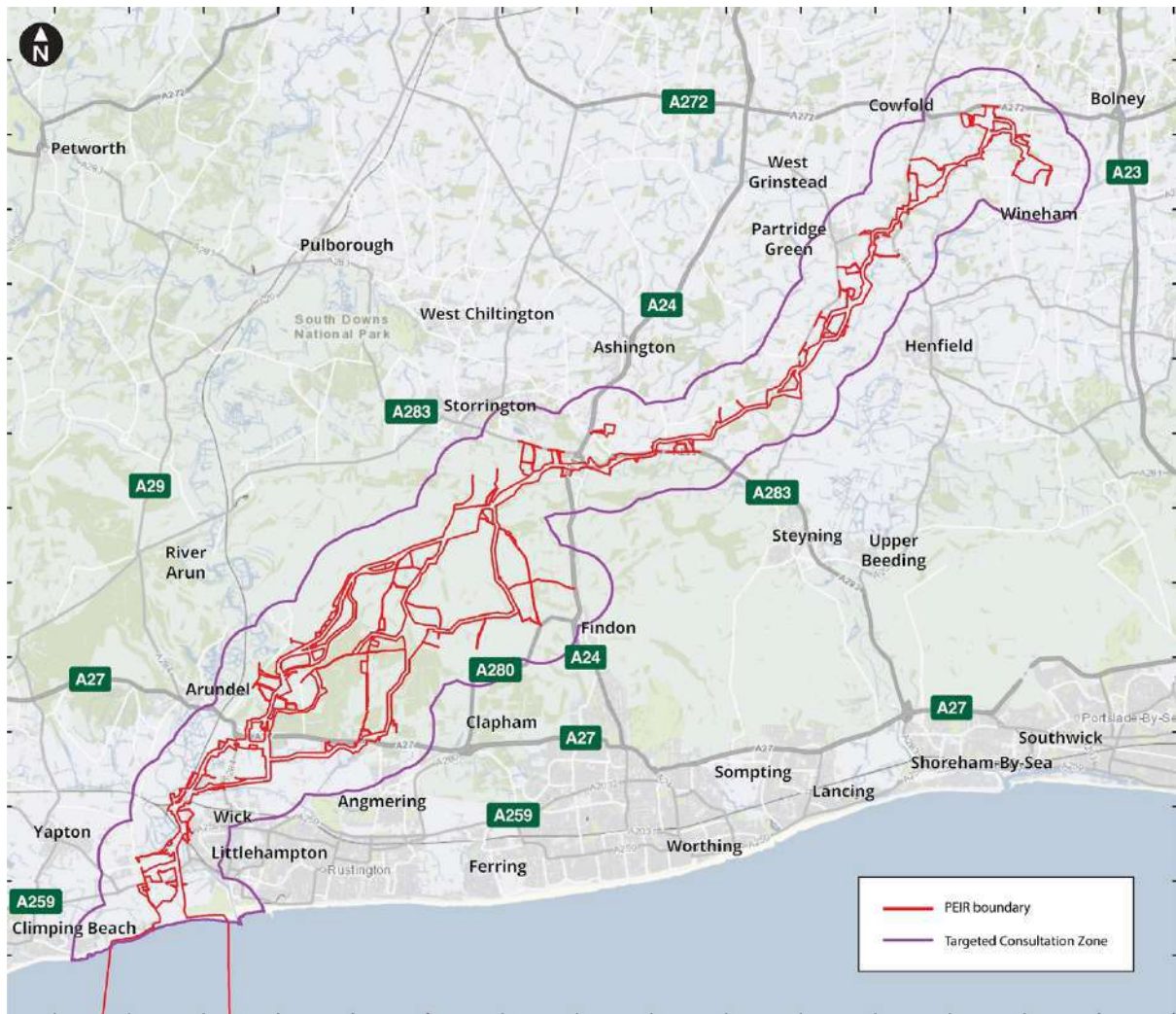
The consultation zone for the second round of statutory community consultation

In seeking feedback on the changes, we will focus our consultation on local communities living, working or visiting areas in close proximity to those proposed changes.

Targeted consultation zone

The targeted consultation zone includes persons or groups most likely to have a direct interest in or experience impacts from the onshore cable corridor and associated works. The zone is defined as those 1km either side of the previously defined PEIR boundary, within which some changes to construction methodology are proposed, plus the boundaries of the areas newly identified, which are the subject of this consultation. This zone extends along the onshore cable corridor between the landfall at Climping beach to the northern end of the proposed cable routes to the selected onshore substation.

Figure 3: Targeted Consultation Zone



Wider outreach area

The wider outreach area includes those persons or groups outside of the targeted consultation zone listed above, but who may have an interest in the local areas where potential alternatives are being proposed. The area is identified so as to capture and inform those persons or groups who may live, work or visit the communities along the onshore cable corridor for business or pleasure purposes, and representative interest groups within the local authority areas within which the onshore infrastructure is proposed.

Publicising the second round of statutory community consultation

We will use a range of techniques to maximise awareness of the proposed changes in the local communities that may be affected. These are designed to allow people with different needs in local communities to take part in the consultation in a way that is convenient to them.

Figure 4: Our methods of promoting consultation



Removing barriers to participation

It is important to ensure that consultation is all inclusive and enables participation from a wide range of audiences, including those who are seldom heard in public consultation such as young people and those for whom English is not a first language. We will do this by identifying the reasons why some people might not wish to or be able to engage with us and make every effort to remove their barriers to participation.

Figure 5: Our methods of removing barriers to participation

Potential barrier	Those who might experience this	How we plan to address it
No time to participate	<ul style="list-style-type: none"> • Long or unusual working hours • Managing various commitments • Parents 	<ul style="list-style-type: none"> • Consultation documents and response form will be made available 24/7 on our website • We will offer opportunities for people to ask questions via email, website submission or freephone as well as multiple opportunities to attend virtual and face to face consultation events, some of which will be held in evenings / on Saturdays • Consultation documents will be organised such that participants can easily direct their attention to the information that interests them most and at the level of detail they feel they require to provide intelligent consideration
Not aware of the project or consultation	<ul style="list-style-type: none"> • Didn't see any advertisements • Not linked to local civil groups or community networks • Other things competing for your attention 	<ul style="list-style-type: none"> • Use a variety of techniques for publicising the consultation, including traditional media, social media, and posters at places within communities where they are most likely to be seen • Engage with parishes whose communities are within or adjacent to the consultation zone to ensure we are reaching out to all local communities and publicising through the best channels
Don't believe participating will make any difference	<ul style="list-style-type: none"> • Had a bad experience with similar projects, the planning system or politics in the past • Those who wish to understand the proposals by speaking face-to-face with the project team 	<ul style="list-style-type: none"> • Describe in our consultation where feedback from consultees has influenced the proposals being consulted on • Communicate in our consultation the methodologies we use to minimise construction disturbance to local communities • Provide the opportunity for those with concerns to speak to members of the project team so that we may understand their perspective and learn from their experiences
Not able to understand the proposals or consultation materials	<ul style="list-style-type: none"> • Do not speak English as a first language or have a lower literacy level • Information is too technical to be understood by the average person 	<ul style="list-style-type: none"> • Identify local cultural and religious groups and contact them ahead of consultation to ensure that our approach best meets the needs of its members and ask them to disseminate information and encourage participation • Provide the opportunity to request project materials in different languages or in Easy Read format • Ensure that consultation documents are written in plain English and that we supplement technical concepts with visual aids (videos, graphics, diagrams, etc)
Not able to access information	<ul style="list-style-type: none"> • Anyone with a disability • Those that have slow internet speeds, limited or no access to a computer, or difficulty navigating complex websites 	<ul style="list-style-type: none"> • Identify local groups that represent persons with disabilities and contact them ahead of the consultation to ensure that our approach best meets the needs of its members and ask them to disseminate information and encourage participation • Provide the opportunity to request project materials in different formats (e.g. large print, or audio) • Ensure that consultation documents are written in plain English and are easy to navigate and download from our website, and that we supplement technical concepts with visual aids (videos, graphics, diagrams, etc)

The consultation arrangements

We will use a range of techniques to consult the community. These are designed to allow people with different needs to take part in the consultation in a way that is convenient to them while complying with any Government guidance on COVID-19 that may be issued from time to time. For the second round of statutory community consultation, we will take account of the expected enduring reduction in COVID-19 restrictions, enabling more in-person engagement. These expected arrangements are set out below.

Information to be provided to consultees

To ensure that communities have sufficient project and background material to enable informed consideration of and feedback on our proposals, we will prepare a number of documents, maps and plans showing the nature and location of the changes being consulted on.

Figure 6: The consultation documents

Consultation Document	Description
<p>Supplementary Information Report to the Preliminary Environmental Information Report (PEIR)</p>	<p>The PEIR provides information on the likely significant environmental effects of the proposed development and was produced for consultation in July 2021. A Supplementary Information Report to the PEIR will be presented as part of this consultation, outlining our preliminary assessment of impacts to the potential changes we are consulting on. As preliminary reports, they are not final but provided at this stage to allow consultees to consider our current understanding of the potential impacts of the project. Further detailed information will be provided in the Environmental Statement that will accompany the application for development consent.</p>
<p>Consultation booklet</p>	<p>Information about the additional areas being assessed to determine potential changes along the onshore cable corridor between the landfall at Climping Beach and the connection to the National Grid near Bolney. Each change presented will include a visual depicting the previous proposal and additional area being consulted on, describing the reasons we are considering a potential change.</p> <p>We will also present information about the project and onshore cable route to inform feedback about the changes being consulted on, including</p> <ul style="list-style-type: none"> - Introduction to Consultation - Background to Rampion 2 - Consents Process - Onshore Construction Methodologies and Managing Impacts
<p>Videos</p>	<p>An introductory video which describes what is being consulted on and how people can have their say, as well as an informational video demonstrating the process for reinstating land following construction of the onshore cable route.</p>
<p>Consultation response form</p>	<p>A form for respondents to express their views on the changes and submit to the project team for consideration. Consultation responses will also be accepted via email and mail.</p>

These consultation materials will be presented on our website www.Rampion2.com. Every effort will be taken to ensure the information is accessible to participants with all levels of digital proficiency, by ensuring the navigation to documents is clear and intuitive and is functional for those who have lower internet speeds or lack IT knowledge. Additionally, all consultation documents will be available in PDF versions, which can be downloaded directly from the website or requested by emailing us at rampion2@rwe.com or calling our freephone

telephone line 0800 2800 886 (Freephone line hours of operation 7am-9pm Monday to Saturday).

We encourage people and groups to review the consultation documents in digital format, but we will accept requests for hard copies of consultation materials via phone or email, which will be managed on a case-by-case basis. Where reasonable and depending on the specific consultation document(s) requested, we may charge a fee for printing and mailing.

Methods for delivering the second round of statutory community consultation

Website

A dedicated website will be available to find out more information about the project and latest proposals at www.Rampion2.com. The website will be updated with our second round of statutory consultation documents, including links to the PEIR SIR, a consultation booklet which outlines our proposed alternatives grouped by location that describe the technical changes being assessed, and video content. Links to the other documents previously consulted on, such as the PEIR, Non-Technical Summary (NTS) Vol 1 of the PEIR and all other consultation documents presented in the former consultation will remain available for those who wish to learn about background information. The aim of this platform is to provide a wide-reaching way of engaging with anyone interested in the project. And the ability to be kept informed upon request.

Virtual public forum - 15th November 18:00 to 19:30

Open to the public to allow people to ask questions about the changes directly to members of the project team. Attendees can expect an explanation of our latest onshore proposals and ask questions online during the session.

There will be opportunity to submit questions to the team using a Q&A tool. We will also invite attendees to submit questions that they would like the project team to address in advance of the virtual public forum. Information about the virtual public forum will be promoted on our website, through email and on social media.

Events - face to face drop in events

Where people will be able to view our targeted consultation proposals, talk to our project team in person and ask questions. All dates and/or venues are subject to change, although comparable venues, days and times will be sought where possible.

Public Events Timetable

Arundel Town Hall, Atherely Chamber, Maltravers St, Arundel BN18 9AP	Tuesday 1 November 1:00pm - 8:00pm
Arun Yacht Club, Rope Walk Riverside West, Rope Walk, Littlehampton BN17 5DL	Wednesday 2 November 1:00pm – 8:00pm
Ashurst Village Hall, The Street, Ashurst, Steyning BN44 3AP	Friday 11 November 1:00pm - 8:00pm
Washington Village Hall, School Lane, Washington, RH20 4AP	Saturday 12 November 1:00pm - 8:00pm

Hard copies will be available to view and the materials may also be inspected on computers accessible to the public at the following libraries during the consultation period from 18th October to 29th November 2022.

Venue	Address	opening hours
Ferring Library	The Street, Ferring, BN12 5HL	Monday, Tuesday, Thursday & Saturday 9:00am-1:00pm Wednesday & Friday 1:00pm-5:00pm
Littlehampton Library	Maltravers Road, Littlehampton, BN17 5NA	Monday - Friday 10:00am-6:00pm Saturday 10:00am-4:00pm
Bognor Regis Library	London Road, Bognor Regis, PO21 1DE	Monday - Friday 9:30am-6:00pm Saturday 9:30-5:00pm
Storrington Library	Ryecroft Lane, Storrington, RH20 4PA	Monday - Friday 9:00am-5:00pm Saturday 10:00am-4:00pm
Henfield Library	Off High Street, Henfield, BN5 9HN	Monday - Friday 10:00am-5:00pm
Arundel Library	Surrey Street, Arundel, BN18 9DT	Monday - Wednesday 1pm-5pm Thursday - Saturday 9am-1pm
Steyning Library	Church Street, Steyning, BN44 3YB	Monday - Friday - 10am-5pm Saturday - 10am-2pm

The above plans may be subject to change due to venue availability and other factors. Information and any relevant updates on the virtual public forum, events and libraries will be available on the project website.

Using feedback to inform Rampion 2 proposals

Collecting consultation responses

To capture participants' feedback, we will provide a consultation response form inviting comments. It will be made available on our website www.Rampion2.com alongside the consultation documents, but participants may also request fillable copies by email or a hard copy by mail. A freepost *return* address is available for us to receive written responses and hardcopy response forms.

The Consultation Report

Following the consultation, we will consider all the views that we receive and continue to develop our design for the proposed Rampion 2 ahead of submitting our DCO Application to the SoS. Our DCO application will include a Consultation Report setting out how we have had regard to all responses received.

Any comments received will be analysed and may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that feedback can be considered as part of the DCO process. We will ensure that any personal details are not placed on public record, but held securely by Rampion Extension Development Ltd and its agents in accordance with the Data Protection Act 2018, the General Data Protection Regulation (GDPR) (relevant data protection laws) and will be used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties.







Contact us

Our team is on hand to help with queries and help register your comments on the proposals for Rampion 2.

Email us at: rampion2@rwe.com

Call our freephone information line at: 0800 2800 886 (hours of operation 7am-9pm Monday to Saturday)

Freepost: Send your response form or comments to: FREEPOST: RAMPION 2

This freepost address is the only text needed on the envelope and no stamp is required.

Visit our website at: www.Rampion2.com


Follow us on Instagram [@rampion2windfarm](https://www.instagram.com/rampion2windfarm)

Landowner interests

If you are a landowner, or have an interest in any of the land which interacts with our proposals, or if you have any questions relating to land interests in the area, please contact our appointed land agents Carter Jonas :

Call: 0121 794 6250

Email: rampion2@carterjonas.co.uk

The background of the lower half of the page is a photograph of a coastal town with a wind farm in the distance. The town is in the foreground, with various buildings and houses. The sea is in the middle ground, and a long line of wind turbines stretches across the horizon. The sky is a pale blue. A decorative green and blue wave graphic is overlaid on the top of the image.

If you would like this document in another language, large print, audio or braille formats, please contact us using the details above.

6.1.11. Notices of publication of updated Statement of Community Consultation

Notices published to publicise the updated Statement of Community Consultation and fulfil the requirement on Section 47 of the Planning Act 2008 are reproduced in the in the following pages. Below is a table of the publications.

Publication	Dates of publication
Isle of Wight Press	14 October 2022
Mid Sussex Times	13 October 2022
Sussex Express	14 October 2022
The Argus	12 October 2022
West Sussex County Times	13 October 2022
West Sussex Gazette	12 October 2022



More information about the project can be found on our website www.Rampion2.com

Notice Publicising an Updated Statement of Community Consultation

SECTION 47 PLANNING ACT 2008

Notice is hereby given that Rampion Extension Development Limited (“RED”), a joint venture company comprising RWE, a Macquarie-led consortium (comprising Macquarie European Infrastructure Fund 5, the Green Investment Group and the Universities Superannuation Scheme) and Enbridge, is promoting the development of an offshore wind farm project known as Rampion 2.

Rampion 2 is a proposed new offshore wind farm to be located adjacent to the existing Rampion Offshore Wind Farm, in the English Channel off the Sussex coast. The broad offshore area of search being reviewed for development, which is adjacent to the existing wind farm, was initially established by The Crown Estate who own and lease the seabed.

As part of the proposals RED has a duty to consult the local community pursuant to Section 47 of the Planning Act 2008. In July 2021 RED published the original Statement of Community Consultation (SoCC) setting out how it intended to consult people living in the vicinity of the land required for the onshore elements of the Proposed Development about its proposed application for a development consent order for Rampion 2. In considering the responses to the consultation, and further environmental assessment and engineering works, the Applicant has identified a number of possible alternative and modified cable route and additional access options which are located beyond or within the previously identified onshore cable corridor, and potential locations for new working areas and methods. The Applicant has now produced an Updated Statement of Community Consultation setting out how it proposes to consult people living and working in the vicinity of the proposed amended onshore cable corridor about the alternatives and modifications being considered.

The infrastructure being proposed as part of the development includes:

- The construction, operation and maintenance of up to 90 wind turbines and associated foundations, up to three offshore substations and an export cable search area to bring the power to shore at Climping Beach
- Underground electricity cables from the landfall at Climping Beach to a new project substation at the Oakendene site, near Cowfold in Horsham District;
- One new substation at the Oakendene site;
- Underground electricity cables between the new Oakendene substation site and the existing Bolney substation to connect the offshore wind farm to the national electricity transmission system.

About the Application process

Rampion 2 is classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means that RED must apply to the Secretary of State for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO) for statutory powers to build and operate the project. RED will submit the DCO application to the Planning Inspectorate who will only accept the application on behalf of the Secretary of State for examination if it complies with the relevant statutory formalities and standards.

Rampion 2 is an EIA development for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed development requires an Environmental Impact Assessment and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. Accordingly, the Applicant made preliminary environmental information available as part of the initial Statutory Consultation and is also making available supplementary environmental information as part of this further Statutory Consultation.

About the Updated Statement of Community Consultation (Updated SoCC)

The Updated Statement of Community Consultation (Updated SoCC) sets out how RED intends to consult with local communities within the vicinity of the onshore cable route about a number of possible design changes to that cable route, accesses and working areas and methods, including through drop-in events. The Updated SoCC sets out how the Applicant intends to publicise and consult on preliminary results of environmental assessments in respect of these changes through a Supplementary Information Report to the previously published Preliminary Environmental Information Report. It provides details on how information about the proposed changes can be accessed and how to respond to this public consultation.

Under Section 47 of the Planning Act 2008 RED has a statutory duty to consult the local community about its proposals in accordance with its Updated SoCC.

The Updated SoCC will be available for inspection on the project website Rampion2.com/consultation. Paper copies of the Updated SoCC are available for inspection or collection free of charge between 18th October and 29th November 2022 at the following publicly accessible facilities (subject to availability). Please check with libraries directly or via their website in case of changes to normal opening times:

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Freephone number: 0800 2800 886

Project website: www.rampion2.com

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Fireworks set to return
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Family's plea is answered
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PUBLIC NOTICES

GENERAL NOTICES

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As part of the proposals RED has a duty to consult the local community pursuant to Section 47 of the Planning Act 2008. In July 2021 RED published the original Statement of Community Consultation (SoCC) setting out how it intended to consult people living in the vicinity of the land required for the onshore elements of the Proposed Development about its proposed application for a development consent order for Rampion 2. In considering the responses to the consultation, and further environmental assessment and engineering works, the Applicant has identified a number of possible alternative and modified cable route and additional access options which are located beyond or within the previously identified onshore cable corridor, and potential locations for new working areas and methods. The Applicant has now produced an Updated Statement of Community Consultation setting out how it proposes to consult people living and working in the vicinity of the proposed amended onshore cable corridor about the alternatives and modifications being considered.

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SECTION 47 PLANNING ACT 2008

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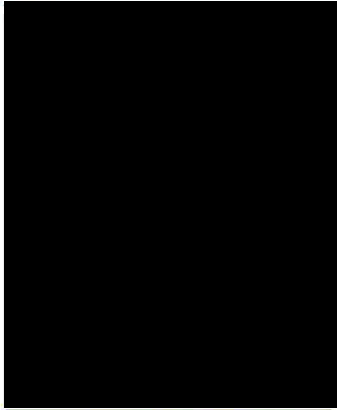
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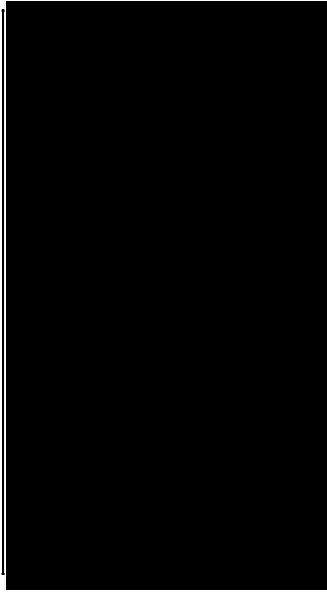
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West Sussex Gazette

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Hundreds attend funeral of former estate agent



Guy Leonard and his wife Mary

Gary Shipton
gary.shipton@nationalworld.com

There was standing room only as hundreds of people attended the extraordinarily beautiful funeral of popular former estate agent Guy Leonard at St Michael's Church, Amberley, on Friday October 7.

Those attending included family, many friends, former colleagues and associates, villagers and the Bishop of Chichester the Rt Rev Dr Martin Warner.

The congregation was welcomed by the Rev Gerry Burgess before they sang 'Love Divine, all Loves Excelling'. There followed a powerful tribute from the Rev Rupert Toovey, one of his closest friends for many years, who spoke of Guy's irrefragable sense of humour and positivity, of the highest ethical standards he set as an estate agent, and how he encouraged him to set up Toovey's the action house.

Village resident and friend of many decades Glens Rowe recalled a highly moving set of memories from Guy's family before Guy's son Giles read with power and poignancy 'On Death' by Khalil Gibran.

The service concluded with a committal in the churchyard before the congregation were invited for a splendid array of refreshments at The Sportsman Inn at Crossgates, Amberley.

Guy was a superb estate agent - but he was also an elegant, charismatic raconteur, always able to dissolve any group into tears of laughter with the anecdotes from his life. What a rich life it was. Married to Mary and with son Giles, they were a wonderful team - at the heart of life in their village of Amberley.

Guy enjoyed being his own boss, but when he sold Guy Leonard and Co in 2011 he decided to concentrate on other interests, not least B&B because he loved meeting so many people from all walks of life.

Mary had previously said: "He loved being a part of the wonderful community of Amberley and became involved in many things such as the Amberley Society."

When the village school was threatened, he joined the action committee which successfully saved it. He and Mary opened their gardens for the National Garden Scheme and Action Medical Research. He was very involved in St Michael's Church and was a warden there at one time. Further afield, he was a trustee of the Mary How Trust for many years and Lay Chair of Storrington Deanery Synod and was also on the Bishop's Council.

"He had a great love for animals and was planning a Corgi Challenge to raise funds for Multiple Myeloma however I am afraid his health deteriorated

at a point that he was no longer able to pursue this," Mary explained. "He always realised what a special place Amberley was and was so appreciative of all the offers of help and support during his final spell of illness."

Guy was born in 1945 and brought up in Cheshire. After leaving prep school he went to Workshop College where he quickly became involved in everything - including boxing. Having studied Sociology and Economics at York University, he joined Barclays Bank where his father was a local director.

After several years in the bank he became a bit restless and he felt he needed a change of career so in 1980 he joined Whiteheads in Horsham and it was at this time we bought our first house in Amberley 'Rhiw' where we lived for 26 very happy years," Mary said.

Following Whiteheads, Guy spent a few years with Humberts in Petersfield and then in 1992 he decided to set up his own business, firstly in Storrington and then Pulborough and Horsham. "These were very happy years and Guy finally enjoyed being his own boss!"

Guy was an extraordinary neighbour, business associate and friend - and a very proud husband and dad. Donations in Guy's memory can be made to St Michael's Church and the Mary How Trust. These can be sent to W Brydler and Sons, The Gables, Tillington, Petworth, GU28 9AB.

Super Sussex Signs of autumn at Petworth



West Sussex Gazette photographer Steve Robards captured this lovely image at Petworth House. If you have any photographs you would like to share with us please send them to west.sussex@nationalworld.com

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6.2. Notification under section 42

6.2.1. List of section 42 consultees

6.2.2. Regulation 42(1)(a) – prescribed persons

Consultee	Name	Address
The relevant AONB Conservation Boards	High Weald AONB	High Weald AONB Unit, Woodland Enterprise Centre, Woodland Enterprise Centre, Hastings Road, Flimwell, East Sussex , TN57PR
The relevant AONB Conservation Boards	High Weald AONB	High Weald AONB Unit, Woodland Enterprise Centre, Woodland Enterprise Centre, Hastings Road, Flimwell, East Sussex , TN57PR
The Chichester Harbour Conservancy	The Chichester Harbour Conservancy	The Harbour Office, Itchenor, West Sussex , PO20 7AW
Isle of Wight AONB	Isle of Wight AONB	AONB Unit, Seaclose Offices, Fairlee Road, Newport, Isle Of Wight, PO30 2QS
Canal and River Trust	Canal and River Trust	Canal & River Trust Head Office, First Floor North, Station House, 500 Elder Gate, Milton Keynes, MK9 1BB.
The Civil Aviation Authority	Civil Aviation Authority (CAA)	ORA5 Directorate of Airspace Policy Civil Aviation Authority , CAA House , 45-59 Kingsway, London, WC2B 6TE
The Coal Authority	The Coal Authority	Lakeview, 200 Lichfield Lane, Mansfield , NG18 4RG
The Crown Estate Commissioners	The Crown Estate	1 St James's Market, London, SW1Y 4AH
The Environment Agency	The Environment Agency	Head Office, Horizon House, Bristol, BS1 5AH
The Environment Agency	The Environment Agency	Guildbourne House, Chatsworth Road, Worthing, West Sussex, BN11 1LD
Equality and Human Rights Commission		Fleetbank House, 2-6 Salisbury Square, London , EC4Y 8JX ,
The Forestry Commission	The Forestry Commission	Bucks Horn Oak , Farnham, Surrey, GU10 4LS
The Forestry Commission	The Forestry Commission	Bucks Horn Oak , Farnham, Surrey, GU10 4LS
OFGEM	OFGEM	10 South Colonnade, Canary Wharf, London , E14 4PU,

The Health and Safety Executive	Health and Safety Executive	NSIP Consultations , 5.S.2 Redgrave Court, Merton Road, Bootle, L20 7HS
Historic England	Historic England	4th Floor, Cannon Bridge House, 25 Dowgate Hill , London , EC4R 2YA
Historic England	Historic England	Floor 4, The Atrium, Cannon Bridge House, 25 Dowgate Hill , London , EC4R 2YA
The Joint Nature Conservation Committee	Joint Nature Conservation Committee	Monkstone House, City Road, Peterborough , PE1 1JY
The Marine Management Organisation	Marine Management Organisation (MMO)	Lancaster House, Hampshire Court, Newcastle upon Tyne , NE4 7YH
The Marine Management Organisation	Marine Management Organisation (MMO)	, Lancaster House, Hampshire Court, Newcastle upon Tyne , NE4 7YH
The Marine Management Organisation	Marine Management Organisation (MMO)	, Lancaster House, Hampshire Court, Newcastle upon Tyne , NE4 7YH
The Maritime and Coastguard Agency	The Maritime and Coastguard Agency	Bay 2/06, Spring Place, 105 Commercial Road, Southampton, SO15 1EG
National Air traffic Services	National Air traffic Services	4000 Parkway, Fareham, Hampshire, PO15 7FL
The National Health Service Commissioning Board	NHS England - South East	NHS England, Legal Team, 4W08 4th Floor, Quarry House, Leeds , LS2 7UE
The National Health Service Commissioning Board	NHS England - South East	York House, 18-20 Massetts Road, Horley, Surrey, RH6 7DE
The relevant Clinical Commissioning Group	NHS West Sussex CCG	NHS West Sussex Clinical Commissioning Group, Wicker House, High Street, Worthing , BN11 1DJ
Natural England	Natural England	Guildbourne House, Chatsworth Road, Worthing, West Sussex , BN11 1LD
Natural England	Natural England	Guildbourne House, Chatsworth Road, Worthing, West Sussex , BN11 1LD
Natural England	Natural England	Guildbourne House, Chatsworth Road, Worthing, West Sussex , BN11 1LD
Office of Rail Regulation and approved operators	Customer Correspondence Team	Office of Rail and Road, 25 Cabot Square, London, E14 4QZ

Railways	Network Rail Infrastructure Ltd	2 Eversholt Street , London, NW1 2DN
Railways	Highways England Historical Railways Estate	37 Tanner Row , Pier Road, York, YO1 6WP
Public Health England, an executive agency of the Department of Health	Public Health England	CRCE/NSIP Consultations, Chilton, Didcot, Oxfordshire , OX11 0RQ
The relevant fire and rescue authority	West Sussex Fire and Rescue Service	West Sussex Fire & Rescue Service Service headquarters, County Hall, Chichester , West Sussex , PO19 1RQ
The Relevant Highways Authority	West Sussex County Council	County Hall, West Street, Chichester, PO19 1RQ
The relevant strategic highways company	Highways England - South East	National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham, B32 1AF
The relevant internal drainage board	River Arun Internal Drainage District (IDD) c/o Environment Agency	National Customer Contact Centre , PO Box 544, Rotherham, S60 1BY
The relevant police and crime commissioner	Sussex Police and Crime Commissioner	Office of the Sussex Police & Crime Commissioner, Sackville House, Brooks Close, Lewes, East Sussex, BN7 2FZ
The Secretary of State for Defence	Ministry of Defence	MOD Safeguarding , Defence Infrastructure Organisation, Kingston Road, Sutton Coldfield, B75 7RL
The Secretary of State for Defence	Ministry of Defence	MOD Safeguarding , Defence Infrastructure Organisation, Kingston Road, Sutton Coldfield, B75 7RL
Trinity House	Trinity House	Trinity House, Tower Hill, London , EC3N 4DH
Shoreham Port	Julian Seaman	Nautilus House, 90-100 Albion Street, Southwick, Brighton, BN42 4ED
Royal National Lifeboat Institute	RNLI	West Quay Road, Poole, Dorset, BH15 1HZ

6.2.3. **Regulation 41(1)(b) and 43(1)**

Consultee	Name	Title	Address
Adur & Worthing District Council	Dr Catherine Howe	Chief Executive	Worthing Town Hall, Chapel Road, Worthing, BN11 1HA
Adur & Worthing District Council	Mr Andy Willems	Head of Place & Economy	Worthing Town Hall, Chapel Road, Worthing, BN11 1HA
Arun District Council	Mr James Hassett	Chief Executive Officer and Head of Paid Service	Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
Arun District Council	Mr Neil Crowther	Group Head of Planning	Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
Arun District Council	Mr Karl Roberts	Director of Place	Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
Brighton and Hove City Council	Mr Max Woodford	Assistant Director of City Development and Regeneration	Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ
Brighton and Hove City Council	Mr Geoff Raw	Chief Executive	Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ
Chichester District	Mr Tony Whitty	Divisional Manager, Development Management (Planning, Tree Protection & Planning Enforcement)	East Pallant House, Chichester , PO19 1TY
Crawley Borough Council	Ms Natalie Brahma-Pearl	Chief Executive	Town Hall, The Boulevard, Crawley , RH10 1UZ
East Sussex County Council	Mr Rupert Clubb	Director of Communities, Economy & Transport	County Hall, St Anne's Crescent, Lewes, East Sussex , BN7 1UE
East Sussex County Council	Mr Edward Sheath	Head of Service Planning and Environment	County Hall, St Anne's Crescent, Lewes, East Sussex , BN7 1UE
Hampshire County Council	Mr Edward Heron	Executive Lead Member for Transport and	The Castle, Winchester, SO23 8UJ

		Environment Strategy	
Havant Borough Council	Ms Kim Sawyer	Interim Chief Executive	Public Service Plaza, Civic Centre Rd, Havant, PO9 2AX
Horsham District Council	Mrs Kate Rowbottom	Chief Executive	Parkside , Chart Way, Horsham, West Sussex, RH12 1RL
Horsham District Council	Mr Matthew Porter	Senior Planning Officer	Parkside , Chart Way, Horsham, West Sussex, RH12 1RL
Horsham District Council	Ms Emma Parkes	Head of Development	Parkside, Chart Way, Horsham, West Sussex, RH12 1RL
Isle of Wight Council	Mr Russell Chick	Planning Team Leader, Planning Services	Seaclose Offices, Fairlee Road , Newport, Isle of Wight, PO30 2QS
Isle of Wight Council	Mrs Clare Critchison	Chief Executive	County Hall , High Street, Newport, Isle of Wight , PO30 1UD
Lewes District and Eastbourne Borough Councils	Mr Robert Cottrill	Chief Executive	Southover House, , Southover Road, , Lewes, East Sussex, BN7 1AB
Lewes District and Eastbourne Borough Councils	Mr Peter Sharp	Head of Regeneration (Lewes District Council)	Southover House, , Southover Road, , Lewes, East Sussex, BN7 1AB
Lewes District and Eastbourne Borough Councils	Mr Ian Fitzpatrick	Director of Regeneration and Planning and Deputy Chief Executive	Eastbourne Borough Council, 1 Grove Road, Eastbourne, East Sussex, BN21 4TW
Mid Sussex District Council	Ms Kathryn Hall	Chief Executive	Oaklands , Oaklands Road, Haywards Heath, West Sussex, RH16 1SS
Mid Sussex District Council	Mr Stuart Malcolm	Senior Planning Officer	Oaklands , Oaklands Road, Haywards Heath, West Sussex, RH16 1SS
Mole Valley District	Ms Karen Brimacombe	Chief Executive	Pippbrook, High Street, Dorking, Surrey , RH4 1SJ

Portsmouth City Council	Mr David Williams	Chief Executive	Civic Offices, Guildhall Walk, Portsmouth , PO1 2AL
South Downs National Park	Mr Trevor Beattie	Chief Executive	South Downs Centre , North Street, Midhurst, West Sussex, GU29 9DH
South Downs National Park	Mr Tim Slaney	Director of Planning	South Downs Centre , North Street, Midhurst, West Sussex, GU29 9DH
South Downs National Park	Ms Vicki Colwell	Principal Planning Officer	South Downs Centre , North Street, Midhurst, West Sussex, GU29 9DH
Surrey County Council	Ms Joanna Killian	Chief Executive	11 Woodhatch Rd, Cockshot Hill, Reigate , Surrey , RH2 8EF
Tandridge District Council	Mr David Ford	Chief Executive	8 Station Rd E, Oxted , Surrey , RH8 0BT
Waverley Borough Council	Mr Tom Horwood	Chief Executive	The Burys , Godalming, Surrey , GU7 9TH
Wealden District Council	Mr Trevor Scott	Chief Executive	Council Offices, , Vicarage Lane, Hailsham, BN27 2AX
West Sussex Council	Mr Michael Elkington	Head of Planning Services - Highways, Transport, and Planning Directorate	County Hall, West Street, Chichester , PO19 1RQ
West Sussex Council	Ms Becky Shaw	Chief Executive	County Hall, West Street, Chichester , PO19 1RQ

6.2.4. **Relevant parish council**

Name	Address
Angmering Parish Council	The Corner House, The Square, Angmering, BN16 4EA
Ashurst Parish Council	22 Elder Close, Portslade, Brighton , BN41 2ER
Bolney Parish Council	Coppers Beech, Malthouse Lane, Burgess Hill, West Sussex , RH15 9XA
Burpham Parish Council	Riffards, Burpham, West Sussex , BN18 9RJ
Climping Parish Council	25 Fittleworth Garden, Rustington, BN16 3EW
Cowfold Parish Council	117 Acorn Avenue, Cowfold, Horsham, RH13 8RT
Littlehampton Town Council	Manor House, Church Street, Littlehampton, West Sussex , BN17 5EW
Lyminster & Crossbush Parish Council	251 Church Lane, Lyminster, BN17 7QJ
Patching Parish Council	Clapham & Patching Town Hall, 201 Long Furlong, Clapham, Worthing, BN13 3UT
Poling Parish Council	Northbrook Cottage, Poling Street, Poling Arundel, West Sussex, BN18 9PU
Shermanbury Parish Council	67 Oak Tree Drive, Hassocks , BN6 8YA
Storrington and Sullington Parish Council	The Parish Hall, Thakeham Road, Slorrington, Nr Pulborough, West Sussex , RH20 3PP
Twineham Parish Council	4 Lagwood Close, Hassocks, West Sussex , BN6 8HS
Warningcamp Parish Council	Christmas Cottage, Warning Camp, Arundel, West Sussex , BN18 9QT
Washington Parish Council	Northleigh County Hall, Tower St, Chichester , West Sussex , PO19 1RH,
West Grinstead Parish Council	The Parish Office, Village Hall, Village Hall Lane, Partridge Green, RH13 8HX
Wiston Parish Council	New Barn, North Lane, Wiston, Steyning , BN44 3DQ

6.2.5. Relevant statutory undertakers

Consultee	Name	Address
Dock and Harbour authority	Littlehampton Harbour	Harbour Office, Pier Road, Littlehampton, BN17 5LR
Dock and Harbour authority	Newhaven Port Authority	Newhaven Port and Properties Limited , Administration Office , East Quay, Newhaven , East Sussex , BN9 0BN
Electricity Generator with CPO powers	Eastern Power Networks PLC	Newington House, 237 Southwark Bridge Road, London, SE1 6NP
Electricity Generator with CPO powers	Eclipse Power Network Limited	24 Osier Way, Olney Office Park, Olney, MK46 5FP
Electricity Generator with CPO powers	Energy Assets Networks Limited	Legal Department, 12 Sketty Close, Brackmills Industrial Estate, Northampton, NN4 7PL
Electricity Generator with CPO powers	Engie Power Limited	ENGIE, PO Box 330, Newcastle Upon Tyne, NE12 2FP
Electricity Generator with CPO powers	ESP Electricity Limited	Bluebird House, Mole Business Park, Leatherhead, Surrey, KT22 7BA
Electricity Generator with CPO powers	Esso Petroleum Company Limited	Exxonmobil House, Ermyn Way, Leatherhead, Surrey, KT22 8UX
Electricity Generator with CPO powers	Forbury Assets Limited	No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH
Electricity Generator with CPO powers	Fulcrum Electricity Assets Limited	2 Europa View, Sheffield Business Park, Sheffield, S9 1XH
Electricity Generator with CPO powers	Harlaxton Energy Networks Limited	Toll Bar Road, Marston, Grantham, NG32 2HT
Electricity Generator with CPO powers	Independent Power Networks Limited	Synergy House, Woolpit Business Park, Bury St Edmunds, Suffolk, IP30 9UP
Electricity Generator with CPO powers	Last Mile Electricity Ltd	Fenick House, Lister Way, Hamilton Technology Park, Glasgow, G72 0FT
Electricity Generator with CPO powers	Leap Electricity Networks Limited	The Greenhouse, Mediacityuk, Salford, M50 2EQ
Electricity Generator with CPO powers	Murphy Power Distribution Limited	Hawks Green Lane, Cannock, Staffordshire, WS11 7LH
Electricity Generator with CPO powers	National Grid Electricity Transmission Plc	1-3 Strand, London, WC2N 5EH
Electricity Generator with CPO powers	Rampion Offshore Wind Limited	Greenwood House , Westwood Way , Westwood Business Park, Coventry , CV4 8PB

Electricity Generator with CPO powers	RWE Generation UK Plc	Windmill Hill Business Park, Whitehill Way, Swindon, Wiltshire, SN5 6PB
Electricity Generator with CPO powers	Southern Electric Power Distribution Plc	Inveralmond House , 200 Dunkeld Road , Perth, PH1 3AQ
Electricity Generator with CPO powers	The Electricity Network Company Limited	Synergy House, Windmill Avenue, Woolpit Business Park, Bury St Edmunds, Suffolk, IP30 9UP
Electricity Generator with CPO powers	UK Power Distribution Limited	6500 Daresbury Park, Warrington, WA4 4GE
Electricity Generator with CPO powers	UK Power Networks Limited	Energy House Carrier Business Park, Hazelwick Ave, Crawley, RH10 1EX
Electricity Generator with CPO powers	Utility Assets Limited	53 High Street, Cheveley, Newmarket, CB8 9DQ
Electricity Generator with CPO powers	Vattenfall Networks Limited	Vattenfall UK, 5th Floor, 70 St Mary Axe, London, EC3A 8BE
Homes and Communities Agency	Homes England	42- 50 Victoria Street, Westminster, London, SW1H 0TL
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding	4000 Parkway, Whiteley, Fareham, Hants , PO15 7FL
Lighthouse Authority	Trinity House	Trinity House , Tower Hill, London, EC3N 4DH
Public gas transporter	Cadent Gas Limited	Ansty Park, Pilot Way, Coventry, CV7 9JU
Public gas transporter	Energy Assets Pipelines Limited	6 Almondvale Business Park, Almondvale Way, Livingston, Scotland, EH54 6GA
Public gas transporter	ES Pipelines Ltd	1st Floor Bluebird House, Mole Business Park, Leatherhead, KT22 7BA
Public gas transporter	ESP Connections Ltd	3rd Floor Bluebird House, Mole Business Park, Leatherhead, KT22 7BA
Public gas transporter	ESP Networks Ltd	1st Floor Bluebird House,, Mole Business Park, Leatherhead, KT22 7BA
Public gas transporter	ESP Pipelines Ltd	2nd Floor Bluebird House, Mole Business Park, Leatherhead, KT22 7BA
Public gas transporter	Fulcrum Pipelines Limited	Business Park, 2 Europa View, Tinsley, Sheffield , S9 1XH
Public gas transporter	GTC Pipelines Limited	Synergy House, Woolpit Business Park, Bury St Edmunds, Suffolk, IP30 9UP

Public gas transporter	Harlaxton Gas Networks Limited	Toll Bar Road, Marston, Grantham, NG32 2HT
Public gas transporter	Independent Pipelines Limited	Synergy House, Woolpit Business Park, Bury St Edmunds, Suffolk, IP30 9UP
Public gas transporter	Indigo Pipelines Limited	15 Diddenham Court, Lambwood Hill, Grazeley, Reading, RG7 1JQ
Public gas transporter	Last Mile Gas Ltd	Fenick House, Lister Way, Hamilton Technology Park, Glasgow, Scotland, G72 0FT
Public gas transporter	Leep Gas Networks Limited	The Greenhouse, Mediacityuk, Salford, M50 2EQ
Public gas transporter	Murphy Gas Networks limited	Hawks Green Lane, Cannock, Staffordshire, WS11 7LH
Public gas transporter	National Grid Gas Plc	1-3 Strand, London, WC2N 5EH
Public gas transporter	Quadrant Pipelines Limited	Synergy House, Woolpit Business Park, Bury St Edmunds, Suffolk, IP30 9UP
Public gas transporter	Scotland Gas Networks Plc	Axis House, 5 Lonehead Drive , Newbridge , Edinburgh , EH28 8TG
Public gas transporter	Southern Gas Networks Plc	Axis House, 5 Lonehead Drive , Newbridge , Edinburgh , EH28 8TG
Public gas transporter	Squire Energy	55 High Street, Epsom, Surrey , KT19 8DH
Relevant electricity interconnector with CPO powers	Aquind Limited	OGN House , Hadrian Way , Wallsend , NE28 6HL
Relevant electricity interconnector with CPO powers	National Grid IFA Limited	1-3 Strand, London, WC2N 5EH
The Civil Aviation Authority	Civil Aviation Authority (CAA)	ORA5 Directorate of Airspace Policy Civil Aviation Authority, CAA House , 45-59 Kingsway, London, WC2B 6TE
The National Health Service Commissioning Board	NHS England - South East	Oakley Road, Southampton, Hampshire , SO16 4GX
The National Health Service Commissioning Board	NHS England - South East	NHS England, Legal Team , 4W08 4th Floor , Quarry House, Leeds, LS2 7UE
The relevant Clinical Commissioning Group	NHS West Sussex CCG	NHS West Sussex Clinical Commissioning Group , Wicker House , High Street, Worthing , BN11 1DJ
The relevant Environment Agency	The Environment Agency	Solent and South Downs Area Office , Guildbourne House ,

		Chatsworth Road , Worthing , West Sussex, BN11 1LD
The relevant Environment Agency	The Environment Agency	Solent and South Downs Area Office , Guildbourne House , Chatsworth Road , Worthing , West Sussex, BN11 1LD
The relevant NHS Foundation Trust	Sussex Partnership NHS Foundation Trust	South Lodge, Connolly Way , Chichester , PO19 6WD
The relevant NHS Foundation Trust	University Hospitals Sussex Foundation Trust	Elm Grove , Brighton , BN2 3EW
The relevant search and rescue ambulance trust	South East Coast Ambulance Service NHS Foundation Trust	Nexus House, 4 Gatwick Rd, Crawley, RH10 9BG
The relevant water and sewage undertaker	South East Water	South East Water , Rocfort Road , Snodland , ME6 5AH
The relevant water and sewage undertaker	Southern Water	Southern Water Services, Southern House , Yeoman Road, Worthing, West Sussex, BN13 3NX
Universal Service Provider	Royal Mail Group	100 Victoria Embankment , London, EC4Y 0HQ

6.2.6. PINS List (reg 11)

Consultee	Address
Portsmouth City Council	Civic Offices, Guildhall Square, Portsmouth, PO1 2AL
Havant Borough Council	Public Service Plaza, Civic Centre Road, Havant, PO9 2AX
Royal National Lifeboat Institute	West Quay Road, Poole, Dorset, BH15 1HZ

6.2.7. Additional non-prescribed

Consultee	Group	Address
Sussex Resilience Forum	The Local Resilience Forum	Sussex Police (shared) Headquarters, Church Lane, Malling, Lewes, BN7 2DZ
Rampion Offshore Wind Limited	N/a	Greenwood house, Westwood Way, Westwood Business Park, Coventry, CV4 8PB
London & South Eastern Railway Limited	Trains (Railways)	PO Box 10422, Unit 16 Coalfield Way, Ashby-De-La-Zouch, Leicestershire, LE65 9EL

Govia Thameslink Railway	Trains (Railways)	PO Box 10240, Ashby-De-La-Zouch, Leicestershire, LE65 9EB
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6.2.8. **Example section 42 notification**

High Weald AONB
Mr Jason Lavendar
High Weald AONB Unit, Woodland Enterprise Centre,
Woodland Enterprise Centre,
Hastings Road,
Flimwell,
TN57PR

Rampion 2 Project
Rampion Extension Development Ltd

c/o RWE Renewables
Greenwood House
Westwood Way
Westwood Business Park
Coventry
CV4 8PB

14th October 2022

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Notice pursuant to Section 42 of the Planning Act 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

In Summer 2021 Rampion Extension Development Ltd (the Applicant) carried out a statutory consultation pursuant to Section 42 of the Planning Act 2008 (the Act) in respect of its proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. This was then opened again for a period of time for a specific category of stakeholders in early 2022.

In considering the responses to those consultation exercises and having regard to stakeholder and landowner feedback, engineering considerations and further environmental assessment information the Applicant has identified a number of alternative and modified cable route and additional access options which are located beyond or within the previously identified onshore cable corridor, and potential locations for new working areas and methods.

The purpose of this letter is to consult you on the potential amendments to the onshore cable corridor. This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008 (the Act). Notice of the proposed application and the potential changes to it is also being publicised under the requirements of Section 48 of the Act.

You are being specifically consulted on the proposals because either;

- **You have, or may have, an interest in land which is the subject of the current proposed potential route alterations or / and new proposed works methods. You may have already been separately contacted by the applicant, or land agent acting on behalf of the applicant in that regard;**

- **You are a statutory consultee, pursuant to of Section 42 of the Act; or**
- **You are a person(s) or body to whom we believe the proposed changes may be of interest.**

The Act sets out procedures for applications for categories of development that are identified as 'Nationally Significant Infrastructure Projects' (NSIPs). The categories of development are set out within the Act and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate (PINS) an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the PINS and a recommendation will be made to the Secretary of State for Business, Energy and Industrial Strategy who will then decide whether or not to approve the DCO.

Consultation

This consultation is being carried out in relation to the proposed changes to the onshore cable corridor to inform the design of the project. Responses to the consultation will be considered and details of how the final project proposals have had regard to the consultation responses will be explained in the Consultation Report to be submitted with the application.

The Land Affected

The whole application relates to an offshore area adjacent to the existing Rampion offshore wind farm. Export cables from the wind farm to the landfall at Climping in West Sussex will be buried under the sea bed. The onshore elements of the proposal comprise a transmission cable running from the landfall site at Climping to a new project substation at the Oakendene Site, near Cowfold in Horsham District. The cable route then connects to the existing National Grid Bolney Substation, at Twineham, Mid Sussex.

The land to which the changes subject of the current consultation relate are shown in the consultation documents detailed below.

The Proposals

The offshore windfarm proposals comprise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
- Construction of up to three offshore substations;

- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m;
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District.
- Underground cables between the new Oakendene substation site and the existing National Grid Bolney substation to connect the offshore wind farm to the national electricity transmission system;

The modifications proposed comprise potential alternative cable routes, modifications to existing routes, additional accesses and new working methods along the onshore cable corridor.

Consultation materials are available to view or download from the project website [.Rampion2.com/consultation](http://Rampion2.com/consultation). This includes the following:

- Preliminary Environmental Information Report (PEIR) and Non-Technical Summary (NTS) to the PEIR;
- Supplementary Information Report (SIR) to the PEIR
- Consultation booklet
- Other documents, plans and maps showing the nature and location of the proposal; and
- the Consultation Response form.

Hard copies of the consultation documentation can be provided on request made via the contact details below and may be subject to a fee. Consultation materials can also be provided on a USB drive on request.

Further information

Enclosed with this letter is a copy of a notice published pursuant to Section 48. that will be published in two consecutive weeks in the following newspapers:

- the Argus, Sussex Daily and the West Sussex Gazette;
- the West Sussex County Times and Mid Sussex Times; and
- the Sussex Express, and Isle of Wight County Press

The notice will also be published in the Fishing News- The Guardian, the London Gazette, - and Lloyds List.

Consultation responses

Comments are invited on the proposals. The Act allows a period of 28 days for this consultation from the day after receipt of this letter and enclosure. We anticipate, from the posting date, that you will receive this letter on 18th October 2022 which would give a deadline for responses of 14th November 2022.

However, although the consultation officially commences on 18th October 2022 we have decided to provide for more than the statutory minimum consultation period and accordingly please note the deadline for receipt of responses is 29th November 2022.

Please could you respond using one of the following methods:

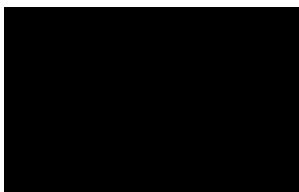
By Post: FREEPOST: Rampion 2

By e-mail: Rampion2@rwe.com

Online via the Response Form on the project website: www.rampion2.com

Freephone: 0800 2800 886

Yours faithfully



Rob Gully
Senior Consents Manager

Enc:
s48 Notice

6.2.9 Email sent to s42 consultees



Rampion 2 launches public consultation on potential onshore cable route changes

A letter from Rampion 2 has been sent to your organisation or council pursuant to Section 42 of the Planning Act 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 together with the required notice on 14th October. An email was sent to your organisation and council representatives with the notice on 17th October in order to reach a wider audience.

We attach to this email a copy of the letter under the above Act posted to your organisation for ease of reference.

Kind regards

Rampion 2

Contact 0800 2800 886 or visit www.rampion2.com for more information


6.3. Notification under section 44

6.3.1. Example section 42 notification sent to PWIL (as per section 44)



Rampion 2 Project
Rampion Extension Development Ltd

c/o RWE Renewables
Greenwood House
Westwood Way
Westwood Business Park
Coventry
CV4 8PB

Unique letter reference number: 
14th October 2022

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Notice pursuant to Section 42 of the Planning Act 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

In Summer 2021 Rampion Extension Development Ltd (the Applicant) carried out a statutory consultation pursuant to Section 42 of the Planning Act 2008 (the Act) in respect of its proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. This was then opened again for a period of time for a specific category of stakeholders in early 2022.

In considering the responses to those consultation exercises and having regard to stakeholder and landowner feedback, engineering considerations and further environmental assessment information the Applicant has identified a number of alternative and modified cable route and additional access options which are located beyond or within the previously identified onshore cable corridor, and potential locations for new working areas and methods.

The purpose of this letter is to consult you on the potential amendments to the onshore cable corridor. This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008 (the Act). Notice of the proposed application and the potential changes to it is also being publicised under the requirements of Section 48 of the Act.

You are being specifically consulted on the proposals because either;

- **You have, or may have, an interest in land which is the subject of the current proposed potential route alterations or / and new proposed works methods. You may have already been separately contacted by the applicant, or land agent acting on behalf of the applicant in that regard;**
- **You are a statutory consultee, pursuant to of Section 42 of the Act; or**

- **You are a person(s) or body to whom we believe the proposed changes may be of interest.**

The Act sets out procedures for applications for categories of development that are identified as 'Nationally Significant Infrastructure Projects' (NSIPs). The categories of development are set out within the Act and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate (PINS) an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the PINS and a recommendation will be made to the Secretary of State for Business, Energy and Industrial Strategy who will then decide whether or not to approve the DCO.

Consultation

This consultation is being carried out in relation to the proposed changes to the onshore cable corridor to inform the design of the project. Responses to the consultation will be considered and details of how the final project proposals have had regard to the consultation responses will be explained in the Consultation Report to be submitted with the application.

The Land Affected

The whole application relates to an offshore area adjacent to the existing Rampion offshore wind farm. Export cables from the wind farm to the landfall at Climping in West Sussex will be buried under the sea bed. The onshore elements of the proposal comprise a transmission cable running from the landfall site at Climping to a new project substation at the Oakendene Site, near Cowfold in Horsham District. The cable route then connects to the existing National Grid Bolney Substation, at Twineham, Mid Sussex.

The land to which the changes subject of the current consultation relate are shown in the consultation documents detailed below.

The Proposals

The offshore windfarm proposals comprise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;

- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m;
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District.
- Underground cables between the new Oakendene substation site and the existing National Grid Bolney substation to connect the offshore wind farm to the national electricity transmission system;

The modifications proposed comprise potential alternative cable routes, modifications to existing routes, additional accesses and new working methods along the onshore cable corridor.

Consultation materials are available to view or download from the project website [.Rampion2.com/consultation](http://Rampion2.com/consultation). This includes the following:

- Preliminary Environmental Information Report (PEIR) and Non-Technical Summary (NTS) to the PEIR;
- Supplementary Information Report (SIR) to the PEIR
- Consultation booklet
- Other documents, plans and maps showing the nature and location of the proposal; and
- the Consultation Response form.

Hard copies of the consultation documentation can be provided on request made via the contact details below and may be subject to a fee. Consultation materials can also be provided on a USB drive on request.

Further information

Enclosed with this letter is a copy of a notice published pursuant to Section 48. that will be published in two consecutive weeks in the following newspapers:

- the Argus, Sussex Daily and the West Sussex Gazette;
- the West Sussex County Times and Mid Sussex Times; and
- the Sussex Express, and Isle of Wight County Press

The notice will also be published in the Fishing News- The Guardian, the London Gazette, - and Lloyds List.

<http://www.rampion2.com/>

Consultation responses

Comments are invited on the proposals. The Act allows a period of 28 days for this consultation from the day after receipt of this letter and enclosures. We anticipate, from the posting date, that you will receive this letter on 18th October 2022 which would give a deadline for responses of 14th November 2022.

However, although the consultation officially commences on 18th October 2022 we have decided to provide for more than the statutory minimum consultation period and accordingly please note the deadline for receipt of responses is **29th November 2022**.

Please could you respond using one of the following methods:

By Post:

FREEPOST:
Rampion 2

By e-mail: Rampion2@rwe.com

Online via the comments form on the project website:

Freephone: 0800 2800 886

Yours faithfully



Rob Gully

Encs:
s48 Notice

6.3.2. **Example cover letters sent to PWILs**

2 Snow Hill
Birmingham
B4 6GA
T: 0121 794 6250

Our ref: Landowner
Engagement Meetings

14th October 2022

Dear Sir or Madam,

Rampion 2 – Statutory Consultation Exercise – 18th October – 29th November 2022

Invitation to Landowner Drop-In Events – 1st, 2nd, 11th and 12th November 2022

We are contacting you, on behalf of Rampion Extension Development Limited (RED), regarding proposals being developed for Rampion 2, an offshore wind farm with a generating capacity of over 100MW adjacent to the existing Rampion Offshore Wind Farm. Rampion 2 is a Nationally Significant Infrastructure Project (NSIP) for which consent will be sought, under the Planning Act 2008 (“the Act”), via a Development Consent Order (DCO). We are writing to you as we believe you have an interest in a property or land within the area that may potentially be affected by the project.

Following the formal statutory consultation in summer 2021 (reopened in early 2022) and ongoing engagement, a further targeted statutory consultation exercise is being undertaken between 18th October and 29th November 2022. The purpose of this is to consult and seek comments from land interests, other stakeholders and the public on potential alternatives and modifications to the emerging project and related preliminary environmental information. Consultation and project details are available to view or download from the project website: **Rampion2.com/consultation** (please note the consultation will be launched on Tuesday, 18th October 2022).

We are offering those with property or land interests potentially affected by the proposed project modifications the opportunity to submit a formal representation. Details of how to do so are set out in the enclosed correspondence, the letter from the project team issued under section 42 of the Planning Act. We also attach the works plans identifying the proposed project boundary modifications.

As part of this consultation exercise we are also offering those with property or land interests which have been identified since the first statutory consultation, the opportunity to meet the project team at a face-to-face private meeting and discuss the project proposals. Those newly identified land interests may have arisen as a consequence of additional ownership information becoming available, or as a consequence of the design modifications having the potential to affect additional areas of land.

To inform discussions we also enclose now a set of the original works plans for the project which were made available during the first statutory consultation. Further information about the project that was available during the first statutory consultation period, including the Preliminary Environmental Information Report (PEIR), is also available on the project website. New material that has been produced for the purpose of this

further statutory consultation includes a Supplementary Information Report to the PEIR. If you would like to attend a meeting, we anticipate that it will cover:

- The proposed project and how your property may be affected
- Investigations undertaken to date
- The statutory consultation documents and how you can comment on the proposals
- How and when we have regard to your comments
- Our expected application programme and next steps

During this consultation period the project team welcome your responses in relation to the project proposals as a whole.

Drop-In events are being arranged on:

- **Tuesday, 1st November 2022** – Arundel Town Hall – between 1:00pm and 8:00pm
- **Wednesday, 2nd November 2022** – Arun Yacht Club – between 1:00pm and 8:00pm
- **Friday, 11th November 2022** – Ashurst Village Hall – between 1:00pm and 8:00pm
- **Saturday 12th November October 2022** – Washington Village Memorial Hall – between 1:00pm and 8:00pm

These drop-in events will be on a first come first served basis. We will abide by any Government guidance that may be in place at the time in relation to COVID-19.

If you have any difficulties in attending one of the above dates, or have any general queries about these meetings, in the first instance, please email the project team at rampion@carterjonas.co.uk or write to Carter Jonas, Rampion 2 Project Team, 2 Snowhill, Birmingham, B4 6GA.

We do hope that you can join us at one of these meetings and we look forward to receiving your comments on the emerging proposals.

Yours faithfully

For and on behalf of Carter Jonas

2 Snow Hill
Birmingham
B4 6GA
T: 0121 794 6250

Our ref: Landowner
Engagement Meetings

14th October 2022

Dear Sir or Madam,

Rampion 2 – Statutory Consultation Exercise – 18th October – 29th November 2022

We are contacting you, on behalf of Rampion Extension Development Limited (RED), regarding proposals being developed for Rampion 2, an offshore wind farm with a generating capacity of over 100MW adjacent to the existing Rampion 1 Offshore Wind Farm. Rampion 2 is a Nationally Significant Infrastructure Project (NSIP) for which consent will be sought, under the Planning Act 2008 (“the Act”), via a Development Consent Order (DCO). We are writing to you as we believe you have an interest in a property or land within the area that may potentially be affected by the design modifications now being considered for the project.

Following the formal statutory consultation and engagement exercise in Summer 2021 (reopened for a period in early 2022), a further targeted statutory consultation exercise is being undertaken between 18th October and 29th November 2022. The purpose of this is to consult and seek comments from land interests, other stakeholders and the public on potential design modifications to the emerging project and related preliminary environmental information. Consultation and project details are available to view or download from the project website: **Rampion2.com/consultation** (please note the consultation webpage will be launched on Tuesday, 18th October 2022).

We also enclose a letter from the project team issued under section 42 of the Act about this consultation and works plans identifying the proposed project boundary modifications.

As part of this formal consultation exercise we are offering those with property or land interests potentially affected by the proposed modifications for the project, the opportunity to submit a formal representation. Details of how to do so are set out in the enclosed correspondence.

If you have any direct questions about the impact of any proposed modifications on your land interests, please contact your Carter Jonas Case Manager or send an email to rampion@carterjonas.co.uk or write to Carter Jonas, Rampion 2 Project Team, 2 Snowhill, Birmingham, B4 6GA.

We look forward to receiving your comments on the emerging proposals.

Yours faithfully



CJ

For and behalf of
Carter Jonas

6.4. Publicity

6.4.1. Leaflet

How to have your say

Response form
Our response form can either be completed online or downloaded and sent by email or via our Freepost address. Printed copies can be collected from libraries and at drop-in events.

Freepost
Send your response form or comments to:
FREEPOST: RAMPION 2
This freepost address is the only text needed on the envelope, no stamp is required.

Email
Comments or electronic copies of the response form should be emailed to:
Rampion2@rwe.com
Please note, we cannot guarantee that responses sent to any other addresses will be considered.

Do you have questions?
Call us free on 0800 2800 886 or email us at **rampion2@rwe.com**

Drop-in events
Meet the team at one of our four drop-in events.
For more information on our consultation visit: **Rampion2.com/consultation**

Printed on recycled paper. Please recycle this flyer.

During reinstatement after main construction

This is what our normal cable route looks like as we reinstatement the surface after temporary construction. During construction, our work includes excavations, drilling areas, construction compounds and accesses.

After reinstatement

The electricity cable installation would be a temporary impact as all cables are buried underground. We are committed to reinstating the land back to its former condition as soon as we can.

Rampion 2: Public consultation about onshore cable route alternatives and modifications

Over the past months we've been addressing feedback from local communities, organisations and landowners about our proposed offshore wind farm and onshore electrical cable route.

As a result of this feedback, ongoing engagement and further environmental assessments, we want to ask you about some potential alternatives and modifications to our cable route, trenchless crossings with associated construction compounds, and vehicle accesses.

This consultation provides an opportunity to comment on potential changes to our onshore cable route which may be local to your home or business or be somewhere that you visit.

Your feedback will help shape the final proposed route which we expect to take forward to our Development Consent Order application next year (a special type of planning process for large infrastructure projects).

Our consultation is open from 18 October to 29 November 2022

Meet the team at one of our drop-in events

Washington Village Memorial Hall
School Lane, Washington RH20 4AP
Saturday 12 November, 1-8pm

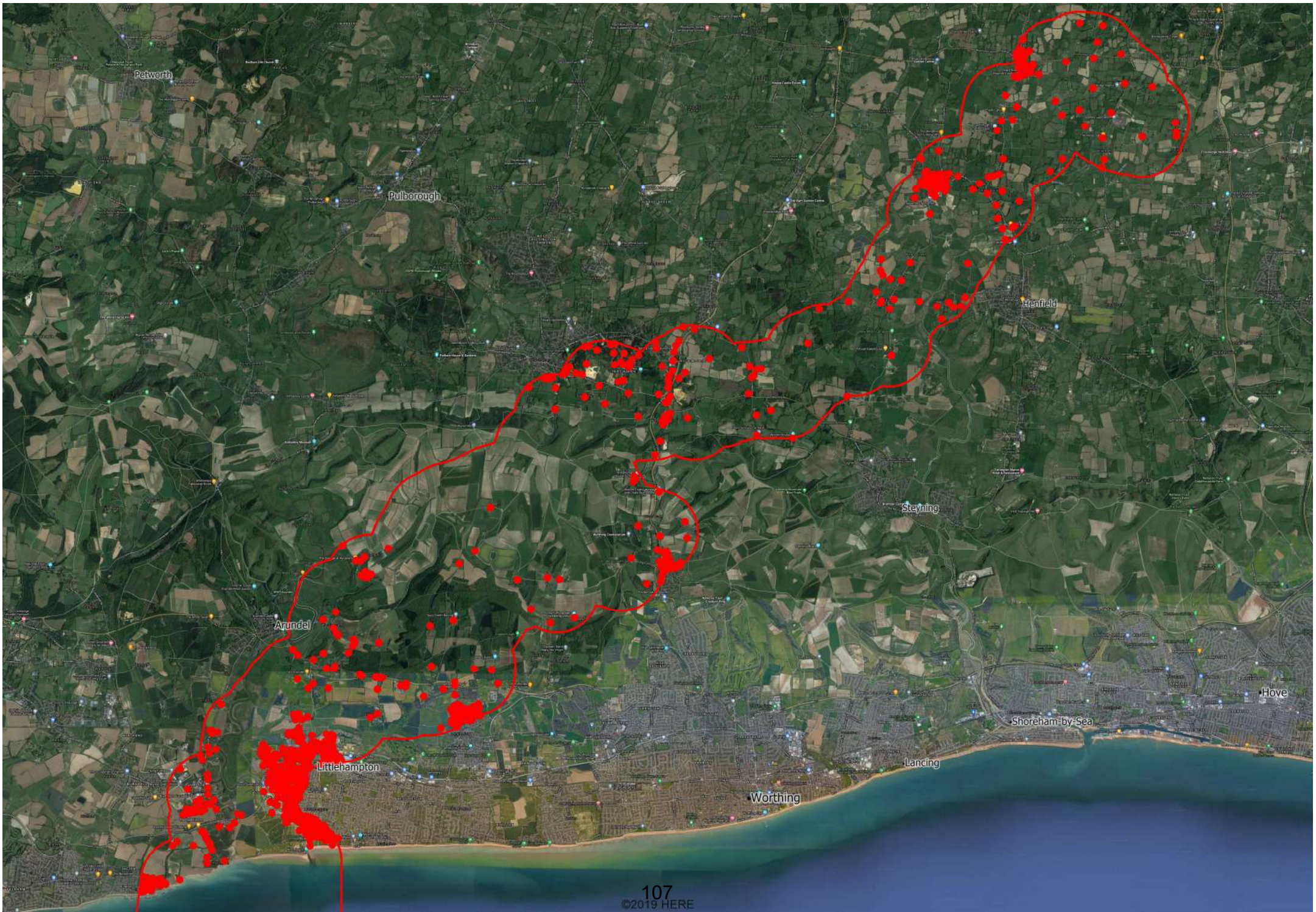
Ashurst Village Hall
The Street, Ashurst, Steyning BN44 3AP
Friday 11 November, 1-8pm

Arundel Town Hall
Atherley Chamber, Maltravers St, Arundel BN18 9AP
Tuesday 1 November, 1-8pm

Arun Yacht Club
Rope Walk Riverside West, Rope Walk, Littlehampton BN17 5DL
Wednesday 2 November, 1-8pm

This is a visualisation of the route. Further detail can be found in the consultation.

6.4.2. **Distribution map**



6.4.3. Emails

Example email – 17 October 2022



Rampion 2 launches public consultation on potential onshore cable route changes

Following our extensive statutory public consultation, the Rampion 2 team has been working to address feedback received from local communities, organisations and landowners, in addition to carrying out ongoing engineering and environmental assessments. We want to thank local communities and stakeholder organisations in Sussex for all the feedback they have taken the time to provide to us. The consultations attracted 12,500 visits to the project website and over 1,700 written responses. A Consultation Report will be submitted as part of our development consent application early next year, which will provide details of the feedback received and how we have taken it into account.

As a result of consultation feedback and ongoing engagement, we are considering a number of potential changes to our onshore cable route proposals. We are therefore launching a six-week statutory public consultation from Tuesday 18th October - Tuesday 29th November. This further round of consultation is focused on key organisations and communities who live, work and visit the local areas in the vicinity of the potential changes. All the consultation materials are available at www.rampion2.com from 18th October, along with details of consultation events and how to provide your feedback.

We can also announce today that in response to feedback on visual effects and shipping navigation, we have reduced the extent of our offshore wind turbine array proposals by nearly half, compared to the area first consulted upon in early 2021. In addition, we have reduced the maximum number of turbines down from 116 (the same number as Rampion) to 90. Yet, due to rapid advances in technology, we can still generate 1,200MW (megawatts) and power the equivalent of over 1million homes, over and above what Rampion already provides.

We are aiming to submit our final proposals to the Planning Inspectorate next year. Should the project achieve consent, construction could start in 2026 with the wind farm fully operational before the end of the decade, helping meet the Government's increased target of 50GW (gigawatts) of offshore wind capacity by 2030 - a five-fold increase from 10GW in 2020.

We look forward to hearing from you.

Contact 0800 2800 888 or visit www.rampion2.com for more information



Example email – Hard to reach groups and other representative groups – 17 October 2022



Rampion 2 launches public consultation on potential onshore cable route changes

Following our extensive statutory public consultation, the Rampion 2 team has been working to address feedback received from local communities, organisations and landowners, in addition to carrying out ongoing engineering and environmental assessments. We want to thank local communities and stakeholder organisations in Sussex for all the feedback they have taken the time to provide to us. The consultations attracted 12,500 visits to the project website and over 1,700 written responses. A Consultation Report will be submitted as part of our development consent application early next year, which will provide details of the feedback received and how we have taken it into account.

As a result of consultation feedback and ongoing engagement, we are considering a number of potential changes to our onshore cable route proposals. We are therefore launching a six-week statutory public consultation from Tuesday 18th October - Tuesday 29th November. This further round of consultation is focused on key organisations and communities who live, work and visit the local areas in the vicinity of the potential changes. Properties within 1km of the potential changes will receive a leaflet to promote the consultation and four Drop-in Events we are holding at different venues along the cable route, to enable local communities to meet members of the project team. All the consultation materials and details of the events are available at www.rampion2.com from 18th October and we encourage key stakeholder organisations and the local community to review our proposals and to complete and submit our consultation response form.

I attach details of the Drop-in Events in the form of a poster and a cropped version for social media. I would be grateful if you could share this information within your organisations and across your social media platforms.

We can also announce today that in response to feedback on visual effects and shipping navigation, we have reduced the extent of our offshore wind turbine array proposals by nearly half, compared to the area first consulted upon in early 2021. In addition, we have reduced the maximum number of turbines down from 116 (the same number as Rampion) to 90. Yet, due to rapid advances in technology, we can still generate 1,200MW (megawatts) and power the equivalent of over 1million homes, over and above what Rampion already provides.

We are aiming to submit our final proposals to the Planning Inspectorate next year. Should the project achieve consent, construction could start in 2026 with the wind farm fully operational before the end of the decade, helping meet the Government's increased target of 50GW (gigawatts) of offshore wind capacity by 2030 - a five-fold increase from 10GW in 2020.

We look forward to hearing from you.

Contact 0800 2800 888 or visit www.rampion2.com for more information

Example reminder email – 17 November 2022



Consultation closing soon...Rampion 2 public consultation on potential onshore cable route changes

Following our previous communication last month, please note that our six-week statutory public consultation on potential onshore cable route changes is **ending on Tuesday 29th November**. This further round of consultation is focused on key organisations and communities who live, work and visit the local areas in the vicinity of the potential changes.

Many thanks to everyone who has already responded to the consultation but for those who have yet to respond, there is still time to do so.

Please review our consultation materials at www.rampion2.com/consultation and click on the 'Have your say' button to complete and submit your Consultation Response Form. Please note, you don't need to complete all of the questions if you are only interested in a particular area of the route, but please do ensure you complete questions 1-6 in the 'About You' section.

We are aiming to submit our final proposals to the Planning Inspectorate next year, which will include a Consultation Report to provide details of the feedback received and how we have taken it into account.

Should the project achieve consent, construction could start in 2026 with the wind farm fully operational before the end of the decade, helping meet the Government's increased target of 50GW (gigawatts) of offshore wind capacity by 2030 - a five-fold increase from 10GW in 2020.

We would be grateful if you could share this reminder with your neighbours, colleagues and peers and we look forward to hearing from you.

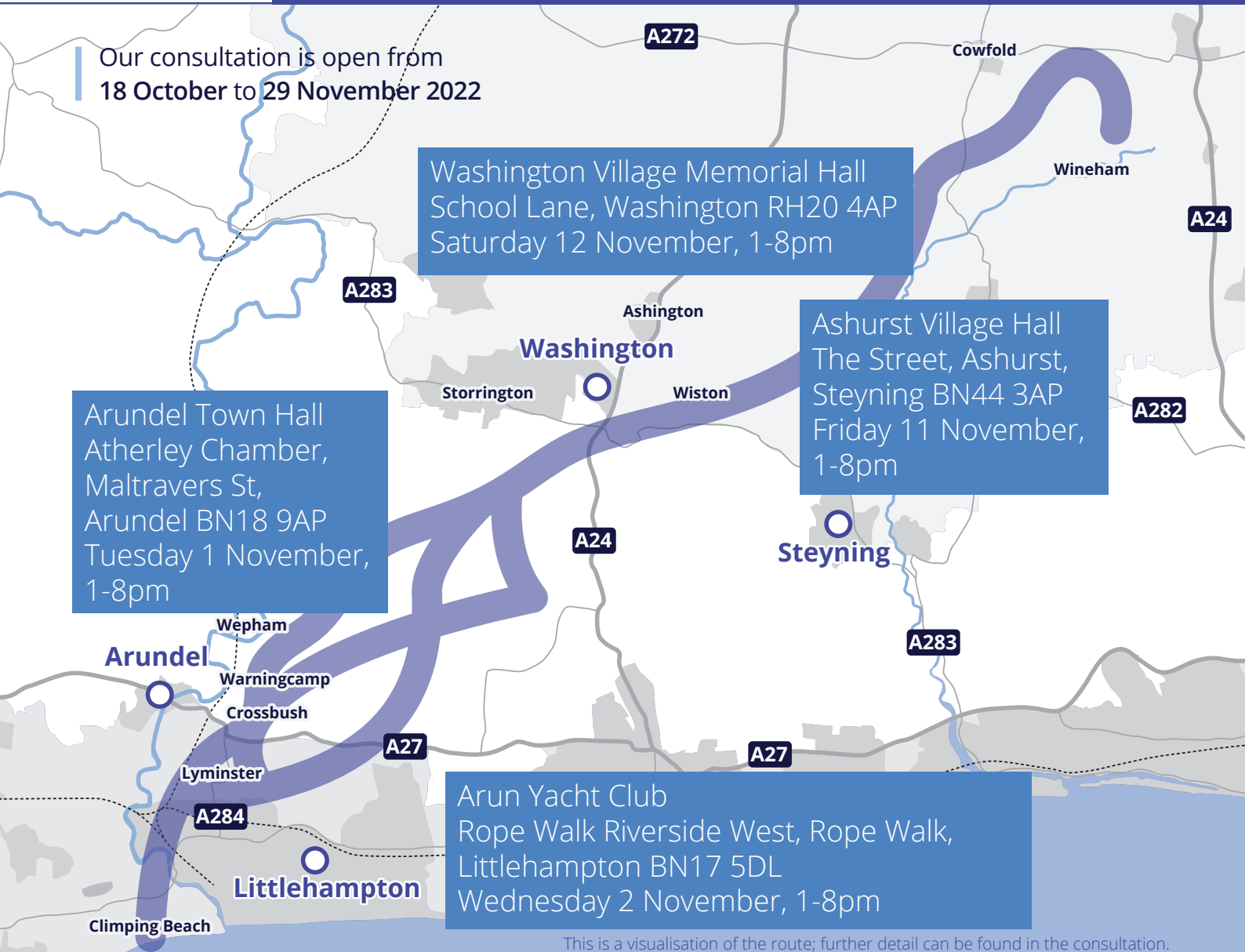
Contact 0800 2800 886 or visit www.rampion2.com for more information



6.4.4. **Poster**

Public consultation: Onshore cable route alternatives and modifications

Our consultation is open from
18 October to 29 November 2022



This is a visualisation of the route; further detail can be found in the consultation.

For more information visit: rampion2.com/consultation

How to have your say



Response form

Our response form can either be completed online or downloaded and sent by email or via our Freepost address. Printed copies can be collected from libraries and at drop-in events.



Freepost

Send your response form or comments to: **FREEPOST: RAMPION 2**

This freepost address is the only text needed on the envelope, no stamp is required.



Email

Comments or electronic copies of the response form should be emailed to: **Rampion2@rwe.com**

Please note, we cannot guarantee that responses sent to any other address will be considered.



Do you have questions?

Call us free on 0800 2800 886 or email us at **rampion2@rwe.com**

Drop-in events

Meet the team at one of our four drop-in events.

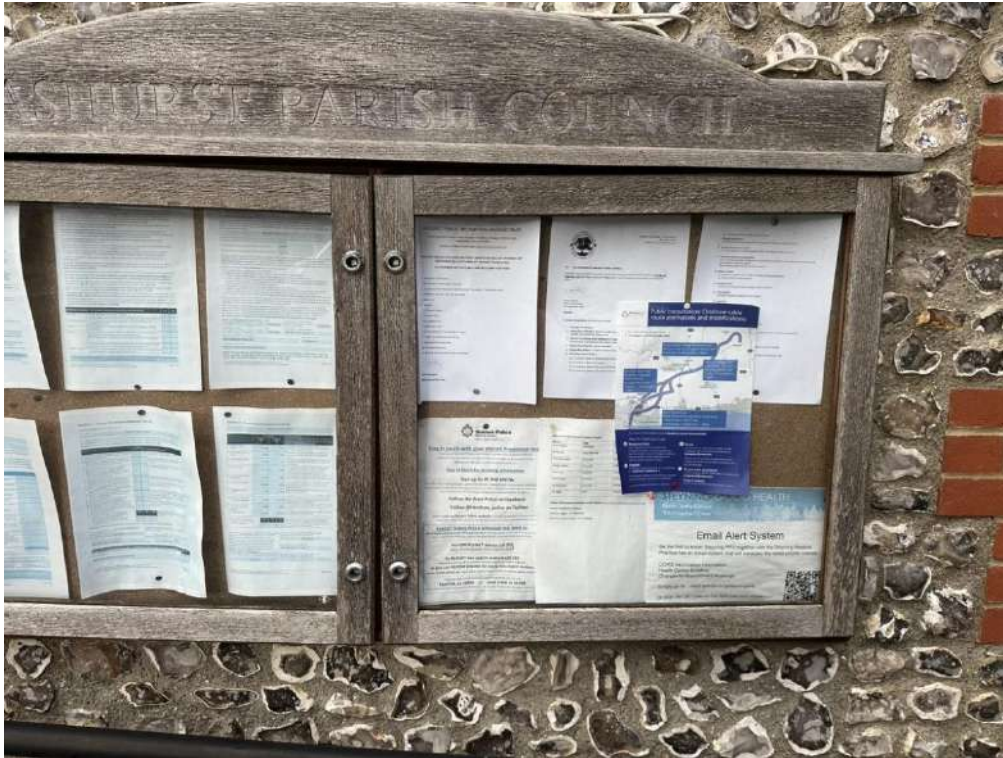
6.4.5. **Community poster sites**

Posters with information about the Project and consultation were provided directly to parish councils to place on their noticeboards. Below is a list of the parish council locations and libraries who displayed the poster, followed by photographs in the order of the list.

- Angmering Village hall
- Arun Yacht Club
- Arundel Library Board
- Ashurst x 2
- Burpham & Wepham
- Clapham & Patching
- Clymping Village Hall
- Downs Link Copsale
- Downs Link Old Erringham Farm
- Downs Link Slinfold
- Downs Link Southwater
- Downs Link
- Ford Parish Council
- Ford
- Henfield Library
- Lyminster & Crossbush Parish Council x 3
- Partirdge Green
- Patching Parish Council
- Poling Village
- Shermanbury Parish Council
- Steyning Library
- Storrington and Sullington Parish Council
- Storrington Library
- Warningcamp
- Washington Parish Council
- Washington Village Hall
- Wepham
- Wiston Parish Council



































6.4.6. **Press release**

PRESS RELEASE

18 October 2022

Rampion 2 Offshore Wind Farm: final consultation on cable route

A localised public consultation opens on Tuesday 18th October at Rampion2.com [18 October to 29 November] on potential changes to the proposed onshore cable route for Rampion 2 Offshore Wind Farm. The wind farm could power over one million homes¹ in the UK and *reduce carbon emissions by around 1.8 million tonnes² per year.*

Following two extensive consultation periods last year, the Rampion 2 team has been working to address the feedback received from local communities, organisations and landowners in addition to carrying out ongoing engineering and environmental assessments.

“We want to thank the local communities in Sussex for all the feedback that they have taken time to provide to us. As a result, we are considering a number of potential alternatives and modifications to our cable route, new trenchless crossings and new alternative construction or operation accesses, to help further improve the project and reduce impacts,” said Chris Tomlinson, Development & Stakeholder Manager, Rampion 2, RWE.

Consultation on Rampion 2 Offshore Wind Farm started in 2020. A formal nine-week public consultation launched in July 2021 and attracted 12,500 visits to the project website, promoted by a huge publicity campaign. The chosen site for the onshore substation, Oakendene, near Cowfold in Horsham District, was announced in July this year.

This further round of consultation is focussed on key organisations and communities who live, work or visit the local areas in the vicinity of the potential cable route changes. This consultation is not revisiting the whole project, such as the offshore parts or the onshore electricity substation.

Four public consultation events will be held at Arundel, Ashurst, Climping and Washington and full details and maps of the cable routes can be seen at the project consultation website: Rampion2.com

Chris Tomlinson continued, “The electricity cable installation from the wind farm to the new electricity substation would be a temporary impact during construction, as all cables would be buried underground. The Rampion 2 team are committed to reinstate the land back to its former condition as soon as possible after our works. This work would be done on short sections of the route at a time, over a period of eighteen to twenty weeks of an overall construction period of 2 – 2.5 years. Where we can improve the route and implement measures to further reduce those temporary impacts, we will strive to do so.”

“We can also announce today that in response to feedback on visual effects and shipping from key stakeholders, including Natural England, we have reduced the extent of our offshore wind turbine array proposals by nearly half. In addition, we have decreased the maximum number of turbines down from 116 to 90, whilst maintaining the potential capacity to generate up to 1200MW.”

“We are aiming to submit our final proposals to the Planning Inspectorate next year. Should the project achieve consent, construction could start around 2026, with the wind farm fully operational before the end of the decade, helping meet the Government targets to quadruple offshore wind capacity by 2030,” said Chris Tomlinson.

Maps and details on the changes and the reasons for them can be found at rampion2.com/consultation.

RWE is one of the globally leading renewables companies and is highly experienced in the development of large-scale offshore wind. It is seeking to develop Rampion 2 on behalf of a joint venture company including a Macquarie-led consortium and Enbridge Inc., a leading North American energy infrastructure company.

LOCAL DROP-IN EVENTS:

Drop-in events are being held as follows for local communities along the proposed cable route to see the plans and meet the Rampion 2 Team:

Arundel Town Hall, Atherley Chamber, Maltravers St, Arundel BN18 9AP

Tuesday 1st November 2022, 1-8pm

Arun Yacht Club, Rope Walk Riverside West, Rope Walk, Littlehampton BN17 5DL

Wednesday 2nd November 2022, 1-8pm

Ashurst Village Hall, The Street, Ashurst, Steyning BN44 3AP

Friday 11st November 2022, 1-8pm

Washington Village Memorial Hall, School Lane, Washington RH20 4AP

Saturday 12th November 2022, 1-8pm

ENDS

UK wind energy context:

The cost of offshore wind has halved in just two to three years and is now cheaper than nuclear and coal, while the industry is creating tens of thousands of jobs nationwide. The UK leads the world in offshore wind and the Government is committed to quadrupling offshore wind capacity to 40 gigawatts (GW) by 2030. Rampion 2 can make a major contribution to this target.

RAMPION 2 Background:

Rampion 2 is being developed by RWE, one of the UK’s most established and experienced renewable energy producers, RWE is one of the globally leading

companies in offshore wind and a world leader in renewable energy production. It is developing the project on behalf of a joint venture company including a Macquarie-led consortium (comprising Macquarie European Infrastructure Fund 5, the Green Investment Group and the Universities Superannuation Scheme) and a subsidiary of Enbridge Inc. (a leading North American energy infrastructure company). Together with owners of the existing Rampion offshore Wind Farm they have signed an Agreement for Lease with The Crown Estate (managers of the seabed) securing an option to develop on the site.

References:

¹ based on an average annual domestic household electricity consumption of 3,618 kWh (BEIS, Dec 2019)

² the calculation made using a static figure of 446g/kWh representing the energy mix in the UK (BEIS, July 2020)

6.4.7. **Media coverage**

Date	Outlet	Headline
181022	BBC 1 South Breakfast	Rampion 2 Consultation opens
181022	BBC Radio Sussex	Rampion 2 Consultation opens
181022	Sussex World Online	Rampion 2 consultation launched
181022	The Argus	Editor supports Rampion 2 - get behind it
181022	The Argus	Have your say on Rampion 2 cables
201022	Worthing Herald	Rampion 2 Consultation
201022	Shoreham Herald	Rampion 2 talk in Shoreham
261022	BBC Radio 4	Maria Caulfield MP on green energy and Rampion 2
261022	West Sussex Gazette	Rampion 2 Consultation open
271022	Bognor Regis Observer	Rampion 2 consultation opens
011122	ITV1 Meridian	COP26 Year On, Rampion 2, Caroline Lucas MP
161122	Bognor Regis Gazette	Hundreds attend Rampion 2 wind farm consultation
241122	The Argus	Last chance to comment on Rampion 2 cable route

6.4.8. Additional organisations contacted

Type	Name	Address
Place of Worship		
Cable Route	St Mary Magdalene's Church	Church Ln, Lyminster, Littlehampton BN17 7QQ
Cable Route	St Nicholas Church Arundel	St. Nicholas Parish Church, London Rd, Arundel BN18 9AT
Cable Route	St Mary's Church	Washington, Pulborough RH20 4AS, UK
Cable Route	St Peter's Church	4 Church Ln, Henfield BN5 9NY
Cable Route	Ashington Parish Church	Church Ln, Ashington, Pulborough RH20 3JX
Cable Route	The Carthusian Order	St Hugh's charterhouse, Parkminster, Horsham west Sussex RH13 8EB
Cable Route	All Saints Church	2 Water Ln, Wiston, Steyning BN44 3DX
Cable Route	St Mary's Church	1885 Horsemere Green Ln, Littlehampton BN17 5QX
Cable Route	St Andrew's Church	Station Rd, Ford, Arundel BN18 0BL
Cable Route	St Mary's Church Burpham	Arundel BN18 9RR
Cable Route	Henfield Evangelical Free Church	High St, Henfield BN5 9EQ
Cable Route	Methodist Church	High St, Partridge Green, Horsham RH13 8HP
Cable Route	St Michael's Church	Church Ln, Partridge Green, Horsham RH13 8JW
Cable Route	Brighton Road Baptist Church	Brighton Road, Horsham RH13 5BD
Cable Route	St Giles Church Shermanbury	Horsham RH13 8HF
Cable Route	St Peters Church Cowfold	The St, Cowfold, Horsham RH13 8BW
Cable Route	Arundel Cathedral	Cathedral House, 2 Parson's Hill, Arundel BN18 9AY
Coastal	Bodhisattva Buddhist Centre, Brighton, Meditation Classes and Retreat	Bodhisattva Buddhist Centre, 3 Lansdowne Rd, Hove BN3 1DN
Coastal	Shree Swaminarayan Hindu Temple Brighton (ISSO)	79a Trafalgar Rd, Portslade, Brighton BN41 1GU
Coastal	Muslim Community Centre	14-20 Spencer St, Bognor Regis PO21 1AN

Coastal	Worthing Mosque	Ivy Arch Rd, Worthing BN14 8BX
Coastal	Shah Jalal Mosque Hove	252 Portland Rd, Hove BN3 5QT
Coastal	Brighton Mosque & Muslim Community Centre	150 Dyke Rd, Brighton BN1 5PA
Coastal	Brighton and Hove Muslim Forum	Community Base, 113 Queens Rd, Brighton BN1 3XG
Coastal	Al-Medinah Mosque Brighton	24 Bedford Pl, Brighton BN1 2PT
Coastal	Peace Community Centre & Mosque	8 Phyllis Ave, Peacehaven BN10 7HY
Coastal	Brighton & Hove Hebrew Congregation	31 New Church Rd, Hove BN3 4AD
Coastal	Brighton and Hove Reform Synagogue	43 Palmeira Ave, Hove BN3 3GE
Coastal	Brighton and Hove Progressive Synagogue	6 Lansdowne Rd, Hove BN3 1FF
Coastal	Middle Street Synagogue, Brighton	66 Middle St, Brighton BN1 1AL
Coastal	St Leonards Parish Church	Church Ln, Seaford BN25 1HL
Coastal	Telscombe Cliffs URC Church	11 Buckhurst Rd, Telscombe Cliffs, Peacehaven BN10 7AH
Coastal	St Andrew's Church, Hove	2AD, Church Rd, Brighton and Hove, Hove BN3 2FN
Coastal	St Philips Church	71 New Church Rd, Hove BN3 4BB
Coastal	Church House Diocese of Chichester	Church House, 211 New Church Rd, Hove BN3 4ED
Coastal	The Lighthouse Community Church	54 St Aubyn's Rd, Portslade, Brighton BN41 1PE
Coastal	St Peter's Church, Shoreham-by-Sea	West St, Shoreham-by-Sea
Coastal	St Mary de Haura Church	Church St, Shoreham-by-Sea BN43 5DQ
Coastal	Coastlands Church	Sidney Walter Centre, Sussex Rd, Worthing BN11 1DS
Coastal	St Catherine's Church, Littlehampton	44 Beach Rd, Littlehampton BN17 5JH
Coastal	St Wilfrid's Church	Rectory Ln, Selsey, Chichester PO20 9DT
Coastal	St. Mary's Church, Kemp Town, Brighton	61 St James's St, Brighton BN2 1PR
Coastal	St George's Church	St George's Rd, Brighton BN2 1ED
Coastal	St Margarets Church	The Green, Rottingdean, Brighton BN2 7HA
Coastal	The Parish Church of St Nicholas	Saltdean Vale, Saltdean, Brighton BN2 8HA

Coastal	East Beach Evangelical Church	Marisfield Pl, Selsey, Chichester PO20 0PD
Coastal	Saint Wilfrid Church	Ellasdale Rd, Bognor Regis PO21 2RH
Coastal	The Church of the Good Shepherd, Shoreham-by-Sea	Kings Walk, Shoreham-by-Sea BN43 5LF
Coastal	St Wulfran's Church	Ovingdean, Brighton BN2
Coastal	Kingdom Hall of Jehovah's Witnesses	99 S Coast Rd, Peacehaven BN10 8QU
Coastal	New Life Christian Church, Hove	2 Rutland Rd, Hove BN3 5FF
Coastal	Abundant Light Chapel	223 S Coast Rd, Peacehaven BN10 8LB
Coastal	Peacehaven Evangelical Free Church	132 S Coast Rd, Peacehaven BN10 8RD
Coastal	Sacred Heart R C Church	36 Fort Rd, Newhaven BN9 9EJ
Coastal	St Michael's Anglican & Methodist Church	Church Hill, Newhaven BN9 9LY
Coastal	Seaford Baptist Church	Belgrave Rd, Seaford BN25 2EE
Coastal	Cross Way Church	Clinton Pl, Seaford BN25 1NP
Coastal	St Mary's Church	Sea Ln, Ilex Way, Goring-by-Sea, Worthing BN12 4UZ
Pubs and eateries on the South Downs Way		
South Downs Way	The Tiger Inn	East Dean, Eastbourne, East Sussex BN20 0DA, UK
South Downs Way	The Plough & Harrow	Plough & Harrow, The St, Litlington, Polegate BN26 5RE
South Downs Way	The Abergavenny Arms	Newhaven Road, Rodmell, Lewes BN7 3EZ
South Downs Way	The Plough	The Plough, London Rd, Brighton BN45 7FN
South Downs Way	The Devil's Dyke	Devil's Dyke Rd, Brighton BN1 8YJ
South Downs Way	Frankland Arms	3 London Rd, Washington, Pulborough RH20 4AL
South Downs Way	The Bridge Inn	Amberley, Horsham, West Sussex, South East, England, BN18 9LR, United Kingdom

South Downs Way	Amberley Black horse	High Street, Amberley, West Sussex BN18 9NL
South Downs Way	The George and Dragon	Houghton, Arundel, West Sussex, BN18 9LW
Route from Selsey to the South Downs Way	The Crab & Lobster	Mill Ln, Sidlesham, Chichester PO20 7NB
Route from Selsey to the South Downs Way	The Lifeboat Inn	26 Albion Rd, Selsey, Chichester PO20 0DJ
Link routes to South Downs Way	Shepherd and Dog	The St, Fulking, Henfield BN5 9LU
Link routes to South Downs Way	The Star Inn	Alfriston, Polegate, East Sussex BN26 5TA, UK
Link routes to South Downs Way	Ye Olde Smugglers Inne	Waterloo Square Alfriston East Sussex BN26 5UE
Link routes to South Downs Way	The Juggs	The Juggs, The Street, Kingston, Lewes, East Sussex BN7 3NT, UK
Link routes to South Downs Way	Rose Cottage (Inn at Alciston)	Alciston, Nr.Lewes, East Sussex, BN26 6UW
Link routes to South Downs Way	The Blacksmith's Arms	London Road, Offham, Lewes, East Sussex, BN7 3QD
Link routes to South Downs Way	The Bull Inn	2 High Street, Ditchling, East Sussex, BN6 8TA
Link routes to South Downs Way	The Jack and Jill Inn	Clayton, Hassocks, West Sussex BN6 9PD, UK
Link routes to South	Chequer Inn	Chequer Inn, 41 High Street, Steyning, West Sussex BN44 3RE,

Downs Way		
Link routes to South Downs Way	The Castle Inn	The Street, Bramber, Steyning, West Sussex, BN44 3WE
Link routes to South Downs Way	The Rising Sun	Shoreham Road, Upper Beeding (Nr Steyning), West Sussex, BN44 3TN
Link routes to South Downs Way	The Wildflour Cafe	National Trust - Saddlescombe Farm and Newtimber Hill, Saddlescombe Rd, near Brighton BN45 7DE,
Link routes to South Downs Way	Village House	The Square, Findon, West Sussex, BN14 0TE
Link routes to South Downs Way	The Sportsman Inn	Rackham Road, Amberley, West Sussex BN18 9NR
Link routes to South Downs Way	Riverside Tearooms	Houghton Bridge, Amberley, United Kingdom
Link routes to South Downs Way	Flint Barn Cafe	Flint Barn Cafe, The Old Dairy, Cocking, Chichester, West Sussex, South East England, England, GU29 0HT, United Kingdom
Link routes to South Downs Way	The Chicken Shed Café	Moonlight Cottage, Cocking, West Sussex GU29 0HN, UK
Link routes to South Downs Way	Foresters Arms	Graffham, Petworth, West Sussex, GU28 0QA
Link routes to South Downs Way	The White Horse Inn	The Street, Sutton, Nr Petworth, W Sussex, RH20 1PS
Link routes to South Downs Way	The Fox Goes Free	Charlton, Nr Goodwood, W Sussex, PO18 0HU
Link routes to South Downs Way	The Bluebell	The Blue Bell, Bell Lane, Cocking, Midhurst, West Sussex, GU29 0HU

Link routes to South Downs Way	George Inn	The George Inn, High Street, Alfriston, East Sussex, BN26 5SY
Link routes to South Downs Way	YHA cafe	S Downs Way, Shoreham-by-Sea BN43 5FB
Link routes to South Downs Way	YHA Courtyard Café	Itford House, YHA South Downs Farm, Beddingham BN8 6JS
Link routes to South Downs Way	Birling Gap NT café	Birling Gap Cafe, Birling Gap, near Eastbourne, East Sussex BN20 0AB
Cable Route	The OysterCatcher	Yapton Road, Climping, Littlehampton, West Sussex, BN17 5RU
Cable Route	Ship & Anchor	Station Rd, Ford, Arundel BN18 0BJ
Cable Route	The Six Bells	Lyminster Road, Wick, Littlehampton, BN17 7PS
Cable Route	The Locomotive	74 Lyminster Rd, Wick, Littlehampton BN17 7LW
Cable Route	Crossbush Beefeater	Crossbush Ln, Arundel BN18 9PQ
Cable Route	The George at Burpham	Main St, Burpham, Arundel BN18 9RR
Cable Route	Frankland Arms	3 London Rd, Washington, Pulborough RH20 4AL
Cable Route	The Fountain Inn	The Fountain Inn, Ashurst, The Village, BN44 3AP
Cable Route	The Bull Inn	Mock Bridge, London Road, Henfield, West Sussex, BN5 9AD
Cable Route	The Royal Oak Wineham	Wineham Lane, Wineham, West Sussex, BN5 9AY
Cable Route	The White Hart	12 Queen St, Arundel BN18 9JG
Cable Route	The Black Rabbit	Mill Road, Offham, Arundel, West Sussex, BN18 9PB
Cable Route	The Partridge	Church Rd, Partridge Green, Horsham RH13 8GW
Cable Route	Green Man	Church Rd, Partridge Green, Horsham RH13 8JT
Cable Route	The Windmill Inn	Littleworth Ln, Partridge Green, Horsham RH13 8EJ
Cable Route	The Red Lion	London Rd, Ashington, Pulborough RH20 3DD

Coastal	Pagham Beach café	2 Beach Rd, Bognor Regis PO21 4SX
Coastal	Aldwick beach café	Marine Drive West, Regis Ave, Bognor Regis PO21 2FZ
Coastal	The Waverley	Marine Dr W, Bognor Regis PO21 2QA
Coastal	West Beach Cafe	Rope Walk, Littlehampton BN17 5DL
Coastal	The Sea House	32-34, Marine Parade, Worthing BN11 3QA
Coastal	The Beach House	23 Marine Parade, Worthing BN11 3PS
Coastal	The Goose	18A Marine Parade, Worthing BN11 3PT
Coastal	Perch	28 Brighton Rd, Lancing BN15 8RA
Coastal	Brighton Beach Club	26 Kings Rd, Brighton BN1 2LN
Coastal	Murmur	Kings Road Arches, 91-96, Brighton BN1 2FN
Coastal	West Beach Bar and Kitchen	Lower Kings Road, Brighton BN1 2LN
Coastal	The World Famous Pump Room	121-122 Kings Road Archa, Hove, Brighton BN1 2FN
Coastal	The Copper Clam	Kings Road Arches, 143-144, Brighton BN1 2FN
Coastal	La Plage	171-181, Kings Road Arches, Brighton BN1 1NB
Coastal	Lucky Beach Café	Kings Road Arches, 183 Kings Rd, Brighton BN1 1NB
Coastal	The Bucaneer	186 Kings Rd, Brighton BN1 1NB
Coastal	Fortune Of War	156 Kings Rd, Brighton BN1 1NB
Coastal	The Cuckmere Inn	Exceat Bridge, Cuckmere Haven, Seaford BN25 4AB
Coastal	Tempest Inn	159-161 Kings Rd, Brighton BN1 1NB
Coastal	Riddle & Finns The Beach	65 Kings Rd, Brighton BN1 1NA
Coastal	Brighton Music Hall	Kings Road Arches, 127, Brighton BN1 2FN
Coastal	Shelter Hall	Kings Road Arches, Shelter Hall, Brighton BN1 1NB
Coastal	Ohso Social	250a Kings Rd, Brighton BN1 1NB
Coastal	The West Quay - JD Wetherspoon	Brighton Marina, Brighton BN2 5UT
Coastal	White Horse Hotel	High St, Rottingdean, Brighton BN2 7HR
Coastal	The Wellington Pub	33 Steyne Rd, Seaford BN25 1HT
Coastal	The Lifeboat Inn	26 Albion Rd, Selsey, Chichester PO20 0DJ
Coastal	The Aviator Bar and Grill	The Esplanade, Bognor Regis PO21 1NF
Coastal	Regis Brewers Fayre	The Esplanade, Bognor Regis PO21 1BL
Coastal	Boat House Cafe	19 Blakes Rd, Bognor Regis PO22 7EE
Coastal	The Lobster Pot	Canning Rd, Bognor Regis PO22 7AF
Coastal	Bailiffscourt Hotel & Spa	Climping St, Climping BN17 5RW
Coastal	The Windmill Harvester	Coastguard Rd, Littlehampton BN17 5LH

Coastal	East Beach Cafe	The Promenade, Littlehampton BN17 5GB
Coastal	The BlueBird Cafe	South Dr, Ferring, Worthing BN12 5QU
Coastal	Sea Lane Cafe	Marine Cres, Goring-by-Sea, Worthing BN12 4HR
Coastal	CrabShack	Crabshack, 2 Marine Parade, Cnr. of Warwick Road, Worthing BN11 3PN
Coastal	Coast Cafe	Beach Parade, Worthing BN11 2FG
Coastal	Carats Cafe Bar	Basin Rd S, Southwick, Brighton BN41 1WD
Coastal	Rockwater Hove	Western Esplanade, Hove BN3 4FA
Coastal	Yellowwave Beach Sports Venue & Beach Cafe	299 Madeira Dr, Brighton BN2 1EN
Coastal	Bison Beer Beach Bar @ Sea Lanes	284 Madeira Dr, Brighton BN2 1EN
Coastal	Molly's At The Beach	Rottingdean Undercliff, Brighton BN2 7AZ
Coastal	The Smugglers Rest	S Coast Rd, Telscombe Cliffs, Peacehaven BN10 7BE
Coastal	The Tavern Telscombe Cliffs	405 S Coast Rd, Peacehaven BN10 7AD
Coastal	Bison Beer Beach Bar @ Worthing	Marine Parade, Worthing BN11 3PZ
Council estates		
Representatives	East Brighton (whitehawk, Craven Vale, Bristol Estates) Council representatives	Hove Town Hall, Norton Road, Hove, BN3 3BQ
Representatives	Whitehawk Crime Prevention (LAT)	Via email
Representatives	Community Engagement Officer East Brighton	Via email
Community Centres	Bristol Estate Community Hub (BELTA)	146a Donald Hall Road, Brighton. BN2 5DJ
Community Centres	Craven Vale Community Association	The Vale Community Centre, 17a Hadlow Close, Brighton BN2 0FH
Community Centres	Whitehawk Inn	The Whitehawk Inn, Whitehawk Road, Brighton, East Sussex. BN2 5NS
Community Centres	The Vale and Edge Community Centres	83 Pankhurst Avenue, Brighton, BN2 9AE
Community, recreation or wellbeing organisation		
Organisation	The Wickbourne Centre	Clun Road, Littlehampton, BN17 7DZ
Organisation	Littlehampton foodbank	Littlehampton Baptist Church, 29 Fitzalan Rd, Littlehampton, BN17 5NY

Organisation	Littlehampton community hub	Littlehampton United Reformed Church, 1 High Street, Littlehampton, BN17 5EG
Elderly organisations		
Organisation	Women's Royal Voluntary Service	Royal Voluntary Service , Covil Annexe, Rear Of Chesham House Centre, 124 South Street, Lancing, West Sussex BN15 8AJ
Organisation	Lancing Citizens Advice Bureau / Central and South Sussex Citizens Advice Bureau	Parish Hall, 96 South Street, LANCING, BN15 8AJ
Organisation	Central and South Sussex Citizens Advice Bureau - Worthing	11 North Street, Worthing, West Sussex, BN11 1DU
Organisation	Worthing Citizens Advice Bureau	Worthing Town Hall, Chapel Road, Worthing, BN11 1HA
Organisation	Age UK West Sussex Head Office	2 Anchor Springs, Littlehampton BN17 6BP
Organisation	Friends of the Elderly	Unit D Level 7 North New England House, New England Street, Brighton BN1 4GH
LGBTQ organisations		
Organisation	Brighton & Hove LGBT Switchboard	113 Queens Rd, Brighton BN1 3XG
Organisation	Allsorts Youth Project	69 Ship St, Brighton BN1 1AE
Organisation	The Rainbow Hub	93 St James's St, Kemptown, Brighton BN2 1TP
Organisation	Community Works	113 Queens Road, Brighton BN1 3XG
BAME organisations		
Organisation	Mosaic Black & Mixed Parentage Group	113 Queens Rd, Brighton BN1 3XG
Organisation	Black and Minority Ethnic Community Partnership (BMECP)	10A Fleet Street, Brighton BN1 4ZE
Disability organisations		
Organisation	Possability People	Montague House, Montague Pl, Kemptown, Brighton BN2 1JE
Organisation	Amaze	Community Base, 113 Queens Rd, Brighton BN1 3XG
Organisation	Arun Sunshine Group	Creative Heart, 42-44 Beach Road Littlehampton BN17 5HT, Registered Office: 2 Beechlands Cottages, Beechland Close, East Preston, West Sussex BN16 1JT
Organisation	Strawberry Fields	Consensus Support, Courtwick Lane, Wick, Littlehampton, BN17 7PD

6.5. Section 46 notice

6.5.1. Section 46 notification

Rampion 2 Project
Rampion Extension Development Ltd

c/o RWE Renewables
Greenwood House
Westwood Way
Westwood Business Park
Coventry
CV4 8PB

The Planning Inspectorate
(On behalf of The Rt Hon Jacob Rees-Mogg MP, Secretary of State, Department for
Business Energy and Industrial Strategy)
Temple Quay House
Temple Quay
Bristol
BS1 6NN

13th October 2022

Dear Sir, Madam,

**Notice of Proposed Application pursuant to Section 46 Planning Act 2008: The proposed
Rampion 2 Offshore Wind Farm Order
Forthcoming Consultation under Section 42 Planning Act 2008**

Notice was given to the Secretary of State under Section 46 of the Planning Act 2008 on 14th July 2021 that Rampion Extension Development Limited (RED) intends to develop and construct a new offshore wind farm located around 13km from the Sussex coast at its nearest point. The Project will connect to the national electricity transmission network via underground cables from a landfall at Climping, West Sussex, to the existing National Grid electricity substation at Bolney in Mid-Sussex, via a new dedicated Rampion 2 ‘satellite’ substation at Oakendene, Cowfold.

The Project will have an installed capacity of over 100MW and therefore falls within the definition of a “nationally significant infrastructure project”. As a result, RED is required to submit an application for a development consent order (**DCO**) to the Secretary of State.

Following the giving of notice in July 2021 the Applicant undertook consultation in accordance with the Planning Act 2008 and the Infrastructure Planning (Applications:

Prescribed forms and Procedure) Regulations 2009 ('Statutory Consultation') between 14th July and 16th September 2021 which was then re-opened for a period between 7th February and 11th April 2022 to consult coastal residents who did not receive consultation leaflets as intended. The Applicant wrote directly to the coastal addresses which were omitted to provide them an opportunity to respond to consultation. In considering the responses to the Statutory Consultation, ongoing engagement, and its further environmental assessment and engineering works, the Applicant has identified a number of proposed alternative options and modifications to the Project and the previously identified onshore cable route.

Please accept this letter as notice to the Secretary of State under Section 46 of the Planning Act 2008 (the **Act**), of RED's continuing intention to submit an application in relation to the Project and that it intends to carry out a further round of statutory consultation pursuant to section 42 of the Act commencing on 18 October **2022** and closing on 29 November **2022**.

Accordingly we enclose the following

1. A copy of the letter being sent to all consultation bodies pursuant to sections 42, 43 and 44 of the Act; and
2. A copy of the section 48 notice.

The following consultation materials are being made available via the Project website at website [REDACTED]:

- Preliminary Environmental Information Report (PEIR) and Non-Technical Summary (NTS) to the PEIR;
- Supplementary Information Report (SIR) to the Preliminary Environmental Information Report (PEIR);
- Consultation booklet
- Other documents, plans and maps showing the nature and location of the proposal; and
- the Consultation Response form.

For the avoidance of doubt, we confirm that the Applicant prepared an Updated Statement of Community Consultation ("Updated SoCC") in respect of this further round of consultation and consulted with the following local authorities, together with the Marine Management Organisation in respect of the content thereof:

Local Authorities Consulted under S47 of the Act:

- Arun District Council;
- Horsham District Council;
- Mid Sussex District Council;
- South Downs National Park Authority;
- West Sussex County Council; and

Neighbouring Local Authorities:

- Adur District Council;
- Worthing Borough Council;
- East Sussex County Council.
- Eastbourne Borough Council;
- Brighton and Hove City Council;
- Isle of Wight Council;
- Lewes District Council;
- Wealden District Council;
- Chichester District Council;

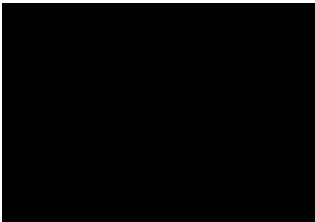
The Applicant published a notice in the Sussex Express, West Sussex County Times, the Mid Sussex Times, West Sussex Gazette and the Argus between 12th and 14th October 2022 pursuant to section 47(6) of the Act, advising that the updated SoCC will be made available on the project website and for inspection and collection from 18 October until 29 November 2022 at the following publicly accessible venues:

- Ferring Library;
- Littlehampton Library;
- Bognor Regis Library;
- Storrington Library;
- Henfield Library;
- Arundel Library; and
- Steyning Library.

We have also enclosed a copy of that notice for your information.

As is normal practice, we are in communication with The Planning Inspectorate during our pre-application phase. However, if you wish to discuss this letter or any other matters in connection with the Project, please contact me at the details below.

Yours faithfully



Rob Gully
Senior Consents Manager



Enc: Copy of a Notice under s47(6) of the Act
Copy of the letter being sent to all consultation bodies pursuant to section 42 of the Act; and
Copy of the section 48 notice

6.5.2. **Acknowledgement of section 46 notification**



National Infrastructure Planning
Temple Quay House
2 The Square
Bristol, BS1 6PN

Customer Services: 0303 444 5000
e-mail: rampion2@planninginspectorate.gov.uk

By email only

Your Ref:

Our Ref: EN010117

Date: 20 October 2022

Dear Rob Gully,

Planning Act 2008 (as amended) – Section 46 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 – Regulation 8

Proposed application by Rampion Extension Development Limited for an Order Granting Development Consent for the Rampion 2 Offshore Wind Farm Project

Acknowledgement of receipt of information concerning proposed application

Thank you for your letter of 13 October 2022 and the following documentation:

- Copy of a Notice under s47(6) of the Act
- Copy of the letter being sent to all consultation bodies pursuant to section 42 of the Act; and
- Copy of the section 48 notice

I acknowledge that you have notified the Planning Inspectorate of the proposed application for an order granting development consent for the purposes of section 46 of the PA2008 and supplied the information for consultation under section 42. The following reference number has been given to the proposed application, which I would be grateful if you would use in subsequent communications:

EN010117

I also acknowledge notification in accordance with Regulation 8(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 that you propose to provide an environmental statement in respect of the proposed development.

I will be your point of contact for this application – contact details are at the top of this letter.

The role of the Planning Inspectorate in the application process is to provide independent and impartial advice about the procedures involved and to have open discussions with

potential applicants, statutory bodies and others about the processes and requirements of the new regime. It is important that you keep us accurately informed of your timetable and any changes that occur.

We will publish advice we give to you or other interested parties on our website and, if relevant, direct parties to you as the applicant. We are happy to meet at key milestones and/or provide advice as the case progresses through the pre-application stage.

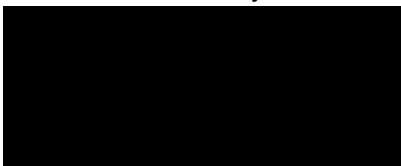
Once you have prepared draft documents we are able to provide technical advice, in particular on the draft development consent order, explanatory memorandum, the consultation report and any draft HRA. You may therefore wish to build this into your timetables.

In the meantime, you may wish to have regard to the guidance and legislation material provided on our website including the Infrastructure Planning (Fees) Regulations 2010 (as amended) and associated guidance, which you will need to observe closely in establishing the correct fee to be submitted at the successive stages of the application process.

When seeking to meet your pre-application obligations you should also be aware of your obligation under the current data protection legislation to process personal data fairly and lawfully.

If you have any further queries, please do not hesitate to contact me.

Yours faithfully,



Case Manager

This decision was made by officials on behalf of the Secretary of State under delegated powers.

This communication does not constitute legal advice.

Please view our [Privacy Notice](#) before sending information to the Planning Inspectorate.

6.6. Section 48 notices

Notices published to fulfil the requirement on Section 48 of the Planning Act 2008 are reproduced in the in the following pages. Below is a table of the publications.

Publication	Dates of publication
Mid Sussex Times	20 October 2022 and 27 October 2022
Sussex Express	21 October 2022 and 28 October 2022
The Argus	18 October 2022 and 25 October 2022
West Sussex County Times	20 October 2022 and 27 October 2022
West Sussex Gazette	19 October 2022 and 26 October 2022
The Guardian	19 October 2022
London Gazette	18 October 2022
Lloyd's List	18 October 2022
Fishing News	20 October 2022

WIN tickets to see the Mediaeval Baebes



PAGE 10

Alpinist suffers severe frostbite



PAGE 3

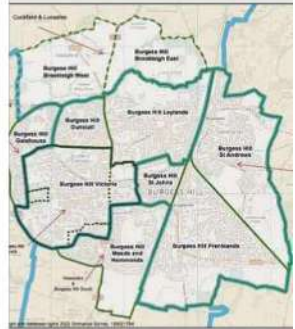
Retro



Great storm: 35 years on

PAGE 19

News



Calls for local names

PAGE 4

Plans ruled out

'Cuck-stye' development will not happen

PAGE 5

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PUBLIC NOTICES

PLANNING NOTICES

**Section 48 Planning Act 2008
Regulation 4 The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009**

RAMPION 2 OFFSHORE WIND FARM

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO)

Notice was given in 14th July 2021 that Rampion Extension Development Limited ("RED") ("the Applicant") of Greenwood House, Westwood Way, Westwood Business Park, Coventry, CV4 8PB proposes to apply to the Secretary of State under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO") for the construction, maintenance, operation and decommissioning of an offshore wind farm known as Rampion 2 ("Rampion 2").

Following the notice, the Applicant undertook consultation in accordance with the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed forms and Procedure) Regulations 2009 ('Statutory Consultation') between 14 July and 16 September 2021 which was then re-opened for a period between 7 February and 11 April 2022.

In considering the responses to the Statutory Consultation, and its further environmental assessment and engineering works, the Applicant has identified a number of alternative and modified cable route and additional access options and potential locations for new working areas and methods which are located beyond or within the previously identified onshore cable corridor. The proposed changes can be seen on plans that can be found at www.rampion2.com/consultation from 18th October to 29th November 2022. To ensure that all parties with an interest in the works and/or land affected are consulted on the proposals the Applicant is now undertaking further Statutory Consultation informed by a Preliminary Environmental Supplementary Information Report (PEIR SIR). The Applicant proposes to make an application for a DCO for Rampion 2 once it has finalised its proposals, having regard to the responses to this further Statutory Consultation.

The Project

Rampion 2 will have a proposed generating capacity in excess of 100 MW, and will be located around 13km from the Sussex coast at its nearest point. The proposed wind turbines and offshore substations will be constructed within an offshore array area adjacent to the existing Rampion Offshore Wind Farm. Export cables from the offshore array area will make landfall at Climping, West Sussex. The onshore elements of the proposal comprise a transmission cable route running from the landfall at Climping to a new project substation at the Oakendene site, near Cowfold, Horsham District. The cable route then connects to the existing National Grid Bolney Substation in Twineham, Mid Sussex where the project will be connected to the national electricity transmission system.

The proposed development consent order will, amongst other things, licence and authorise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation at the Oakendene site, near Cowfold, West Sussex. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m;
- The construction and operation of an onshore substation at the Oakendene site;
- Underground cables between the new Oakendene substation and the existing Bolney substation to connect the offshore wind farm to the national electricity transmission network;
- The permanent compulsory acquisition of land and/or rights for the Project, where required;
- Overriding of easements and other rights over or affecting land as required for the Project;
- The application and/or disapplication of legislation relevant to the Project including inter alia legislation relating to compulsory purchase;
- If required, the closure and diversion of public rights of way and streets on a temporary and permanent basis; and
- Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

Rampion 2 is an EIA development for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed development requires an Environmental Impact Assessment and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. Accordingly, the Applicant made preliminary environmental information available as part of the initial Statutory Consultation and is also making available supplementary environmental information as part of this further Statutory Consultation.

This further Statutory Consultation on the Rampion 2 Wind Farm will begin on **18th October 2022** and end on **29th November 2022**. During this time copies of the consultation materials comprising documents, plans and maps showing the nature and location of the proposal will be made available. These include the Consultation Booklet, the consultation response form, the previously published Preliminary Environmental Information Report (PEIR) and a Supplementary Information Report to the PEIR that has been produced for the new proposals. These documents will be available for inspection, free of charge, on the project website www.Rampion2.com/consultation. Hard copies will be available to view and the materials may also be inspected on computers accessible to the public at the following libraries during the consultation period (subject to any changes to library opening hours: please check with libraries directly or via their website in case of changes to normal opening times):

Location	Address	Opening hours
Ferring Library	The Street, Ferring, BN12 5HL	Monday, Tuesday, Thursday & Saturday - 9am-1pm Wednesday & Friday 1pm-5pm
Littlehampton Library	Maltravers Road, Littlehampton, BN17 5NA	Monday - Friday 10am-6pm Saturday 10am-4pm
Bognor Regis Library	London Road, Bognor Regis, PO21 1DE	Monday - Friday 9.30am-6pm Saturday 9.30-5pm
Storrington Library	Ryecroft Lane, Storrington, RH20 4PA	Monday-Friday - 9am-5pm Saturday 10am-4pm
Henfield Library	Off High Street, Henfield, BN5 9HN	Monday - Friday 10am-5pm Saturday - 10am-2pm
Arundel Library	Surrey Street, Arundel, BN18 9DT	Monday - Wednesday 1pm-5pm Thursday - Saturday 9am-1pm
Steyning Library	Church Street, Steyning, BN44 3YB	Monday-Friday - 10am-5pm Saturday 10am - 2pm

Copies of the consultation documents on a USB drive will be provided free of charge on request at these libraries, subject to availability. Requests for reproduction of any of these consultation materials in a hardcopy paper format may be subject to a fee based on the number of pages required, and subject to the specifications of the request.

The consultation documents will also be available for inspection free of charge at community drop-in events during the consultation period. Members of the project team will be available to discuss the project and answer questions about the potential alterations and modifications to the onshore proposals and the further Statutory Consultation. Events are taking place at the following locations and times:

Venue	Date	Time
Arundel Town Hall Atherley Chamber Maltravers St, Arundel BN18 9AP	Tuesday, 1 st November 2022	1:00pm – 8:00pm
Arun Yacht Club Riverside West, Rope Walk, Littlehampton BN17 5DL	Wednesday, 2 nd November 2022	1:00pm – 8:00 pm
Ashurst Village Hall The Street Ashurst, Steyning BN44 3AP	Friday 11 th November 2022	1:00pm – 8:00pm
Washington Village Memorial Hall School Lane, Washington, RH20 4AP	Saturday 12 th November 2022	1:00pm – 8:00pm

Hard copies of the consultation materials (which may be subject to a fee), or translation of materials to another language, large print, audio or braille format may be requested, and other enquiries in respect of these materials may be raised, during the consultation period using the email address, telephone number or 'Contact us' form on the project website provided below:

- Email: rampion2@rwe.com
- Freephone number: 0800 2800 886
- Project website: www.rampion2.com

Responses to or other representations in respect of the proposed changes to Rampion 2 should be submitted to the Applicant via the consultation feedback form on the project website www.rampion2.com/consultation. Consultation responses may also be received by email to rampion2@rwe.com or in writing to the Applicant at: "FREEPOST: Rampion 2" stating the grounds of the response or representation. Any response or representation in respect of the proposed Development Consent Order must be received by the Applicant **no later than 23:59 on 29th November 2022**. We cannot guarantee that responses sent to any other addresses will be considered.

Details of responses and other representations will be made public at a later date, however details or comments will not be attributed to any individual.

**FOR ALL YOUR LATEST INFORMATION ON PLANNING PROPOSALS,
TRAFFIC NOTICES, GOODS VEHICLE OPERATOR LICENCES, LICENCES
TO SELL ALCOHOL AND PROBATE NOTICES**



New venue's launch

A new restaurant in Haywards Heath celebrated its opening in style last week.

Francisco Lounge in South Road serves brunch, sandwiches, burgers, salads, tapas, puddings, and cakes, as well as a variety of drinks. General manager Chris Gething told the Middy recently: "I'm really excited to see it open in Haywards Heath and I think it will be a really big hit with the local community."

He described Francisco Lounge as vibrant, energetic and fun, and said it will serve delicious dishes all day, including his personal favourite, the Miami Brunch. See inside (Page 39) for a picture special from last Wednesday's special celebration launch party.



The new team at Francisco Lounge, in South Road, Haywards Heath, at the official opening last week

Fresh boost for business

New economic development department

TURN TO PAGE 3

Planning



Care home is refused

PAGE 7

Wakehurst



New exciting attraction

PAGES 12-13

Community



Fireworks family night

PAGE 15

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**Section 48 Planning Act 2008
Regulation 4 The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009**

RAMPION 2 OFFSHORE WIND FARM

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The Project

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The proposed development consent order will, amongst other things, licence and authorise:

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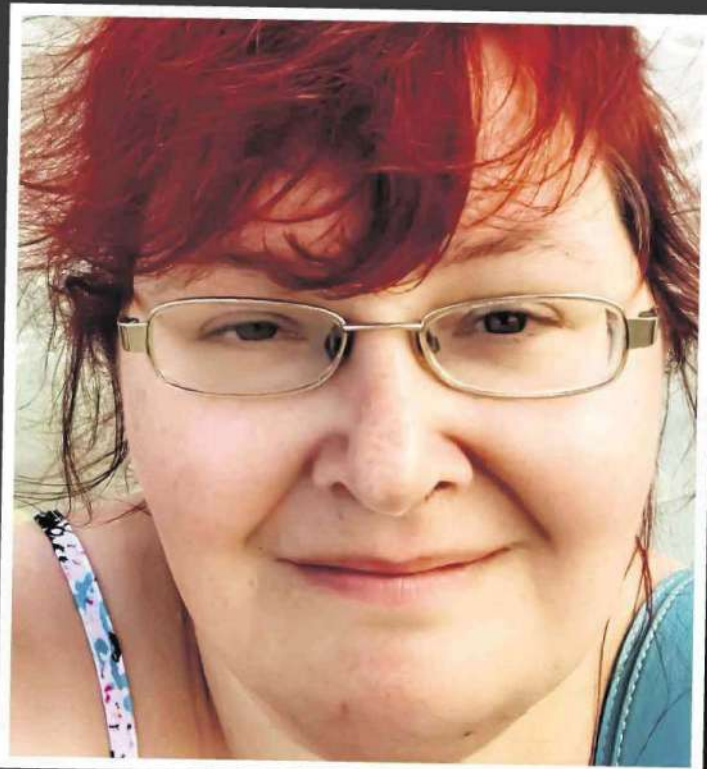
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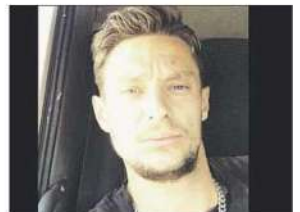
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PLANNING NOTICES

**Section 48 Planning Act 2008
Regulation 4 The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009**

RAMPTION 2 OFFSHORE WIND FARM

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PLANNING NOTICES

Section 48 Planning Act 2008
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PLANNING

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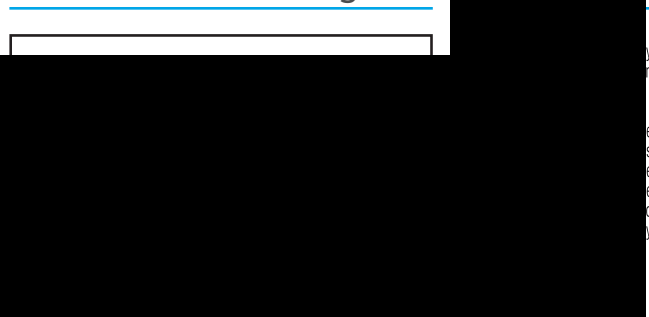
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Venue	Date	Time
Arundel Town Hall Atherley Chamber Maltravers St, Arundel BN18 9AP	Tuesday, 1 st November 2022	1:00pm – 8:00pm
Arun Yacht Club Riverside West, Rope Walk, Littlehampton BN17 5DL	Wednesday, 2 nd November 2022	1:00pm – 8:00 pm
Ashurst Village Hall The Street Ashurst, Steyning BN44 3AP	Friday 11 th November 2022	1:00pm – 8:00pm
Washington Village Memorial Hall School Lane, Washington, RH20 4AP	Saturday 12 th November 2022	1:00pm – 8:00pm

Hard copies of the consultation materials (which may be subject to a fee), or translation of materials to another language, large print, audio or braille format may be requested, and other enquiries in respect of these materials may be raised, during the consultation period using the email address, telephone number or 'Contact us' form on the project website provided below:

- Email: rampion2@rwe.com
- Freephone number: 0800 2800 886
- Project website: www.rampion2.com

Responses to or other representations in respect of the proposed changes to Rampion 2 should be submitted to the Applicant via the consultation feedback form on the project website www.rampion2.com/consultation. Consultation responses may also be received by email to rampion2@rwe.com or in writing to the Applicant at: "FREEPOST: Rampion 2" stating the grounds of the response or representation. Any response or representation in respect of the proposed Development Consent Order must be received by the Applicant **no later than 23:59 on 29th November 2022**. We cannot guarantee that responses sent to any other addresses will be considered.

Details of responses and other representations will be made public at a later date, however details or comments will not be attributed to any individual.

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West Sussex Gazette

Wednesday, October 19, 2022

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The King visits The Repair Shop & Sussex museum



King Charles will feature on a special episode of The Repair Shop alongside Jay Blades.

Sam Puls
sam.puls@nationalworld.com

King Charles is to guest star in a special episode of TV's Repair Shop as part of the BBC's centenary celebrations.

In the programme the King will meet with the show's host Jay Blades and his expert team at the Weald and Downland Museum to discuss the Monarch's love of preserving heritage craft skills.

The team will also mend two precious items chosen by the monarch - a piece of pottery made for Queen Victoria's Diamond Jubilee and a 18th century clock.

The special was announced during The One Show on Tuesday, October 11, with the episode airing on October 26 at 8pm on BBC One.

In August 2021, Blades' team, ceramics expert Kirsten Ramsay, horologist Steve Fletcher and furniture restorer Will Kirk were invited to Dumfries House in Scotland to meet the King, then the Prince of Wales, and learn about The Prince's Foundation's work in training the next generation of craft people. The episode will see Charles



The King, then Prince of Wales and Jay Blades (left) who will appear in a special episode of The Repair Shop as part of the BBC's centenary celebrations.

give Blades a tour of the estate as well as meeting some of the students on the Building Craft Programme set up by The Prince's Foundation which teaches traditional skills such as blacksmithing, stonemasonry and wood carving.

Within the episode, the Repair Shop team also pledge to restore two historic pieces: an 18th century bracket clock and a piece of pottery made for Queen Victoria's Diamond Jubilee.

A skills swap also ensues as the Building Craft Programme lends its graduate Jeremy Cash

to the Repair Shop to work alongside metalwork expert Dom Chinea on a special third item - a fire set in the shape of a soldier which has a poignant story behind its existence.

Jay Blades said: "You've got someone from a council estate and someone from a Royal estate that have the same interests about apprenticeships and heritage crafts."

"It is unbelievable to see that two people from so far apart, from different ends of the spectrum, actually have the same interests."

Wonderful Sussex Welcoming the new season



Autumn isn't all bad and Gazette photographer Steve Robard took this photo of a chestnut, one the season's more welcome arrivals. Please send your images of Sussex to west.sussex@nationalworld.com

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PUBLIC NOTICES

PLANNING NOTICES

Section 48 Planning Act 2008 Regulation 4 The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

RAMPION 2 OFFSHORE WIND FARM

NOTICE PUBLISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO)

Notice was given in 14th July 2021 that Rampion Extension Development Limited (RED), (the Applicant) of Greenwell House, Westwood Way, Westwood Business Park, Covey, CV4 8PB proposes to apply to the Secretary of State under Section 37 of the Planning Act 2008 for a Development Consent Order (DCO) for the construction, maintenance, operation and decommissioning of an offshore wind farm known as Rampion 2 (Rampion 2).

The proposed development consent order will, amongst other things, license and authorize the construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations.

The Project Rampion 2 will have a proposed generating capacity in excess of 100 MW, and will be located around 13km from the Sussex coast at its nearest point. The proposed wind turbines and offshore substations will be constructed within an offshore area adjacent to the existing Rampion Offshore Wind Farm. Export cables from the offshore array area will land at Climping, West Sussex. The onshore elements of the proposal comprise a transmission cable route running from the landfill at Climping to a new project substation at the Oakendene site, near Cowfold, Horsham District. The cable route then connects to the existing National Grid Boleyn Substation in Tineham, Mid Sussex where the project will be connected to the national electricity transmission system.

The proposed development consent order will, amongst other things, license and authorize:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations
• Construction of up to three offshore substations;
• Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
• Export cables to transmit electricity from the offshore substations to the shore;
• A landfill located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
• Onshore underground cables with joining pits to transmit electricity to a new onshore substation at the Oakendene site, near Cowfold, West Sussex. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m;
• The construction and operation of an onshore substation at the Oakendene site;
• Underground cables between the new Oakendene substation and the existing Boleyn substation to connect the offshore wind farm to the national electricity transmission network;
• The permanent compulsory acquisition of land and/or rights for the Project, where required;
• Overriding of easements and other rights over or affecting lands as required for the Project;
• The application and/or discontinuation of legislation relevant to the Project including inter alia legislation relating to compulsory purchase;
• If required, the closure and diversion of public rights of way and streets on a temporary and permanent basis; and
• Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

Rampion 2 is an EIA development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed development requires an Environmental Impact Assessment and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. Accordingly, the Applicant made preliminary environmental information available as part of the initial Statutory Consultation and is also making available supplementary environmental information as part of this further Statutory Consultation.

This further Statutory Consultation for Rampion 2 Wind Farm will begin on 18th October 2022 and on 20th November 2022. During this time copies of the consultation materials comprising documents, plans and maps showing the nature and location of the proposal will be made available. These include the Consultation Booklet, the consultation response form, the previously published Preliminary Environmental Information Report (PEIR) and a Supplementary Information Report to the PEIR that has been produced for the new proposals. These documents will be available for inspection, free of charge, on the project website www.Rampion2.com/consultation. Hard copies will be available to view and the materials may also be inspected on computers accessible to the public at the following libraries during the consultation period (subject to any changes to library opening hours: please check with libraries directly or via their website in case of changes to normal opening times).

Table with columns: Location, Address, Opening hours. Rows include Ferring Library, Littlehampton Library, Bognor Regis Library, Storrington Library, Henfield Library, Arundel Library, Steyning Library.

Copies of the consultation documents on a USB drive will be provided free of charge on request at these libraries, subject to availability. Requests for reproduction of any of these consultation materials in a hardcopy paper format may be subject to a fee based on the number of pages required, and subject to the specifications of the request.

The consultation documents will also be available for inspection free of charge at community drop-in events during the consultation period. Members of the project team will be available to discuss the project and answer questions about the potential alterations and modifications to the onshore proposals and the further Statutory Consultation. Events are taking place at the following locations and times:

Table with columns: Venue, Date, Time. Rows include Arundel Town Hall, Arun Yacht Club, Ashurst Village Hall, Washington Village Memorial Hall.

Hard copies of the consultation materials (which may be subject to a fee), or translation of materials to another language, large print, audio or braille format may be requested, and other enquiries in respect of these materials may be raised, during the consultation period using the email address, telephone number or Contact us form on the project website provided below.

- Email: rampion2@rve.com
• Freephone number: 0800 2800 886
• Project website: www.rampion2.com

Responses to or other representations in respect of the proposed changes to Regulation 2 should be submitted to the Applicant via the consultation feedback form on the project website www.rampion2.com/consultation. Consultation responses may also be received by email to rampion2@rve.com or in writing to the Applicant at: "FREEPOST: Rampion 2" stating the grounds of the response or representation. Any response or representation in respect of the proposed Development Consent Order must be received by the Applicant no later than 23:59 on 20th November 2022. We cannot guarantee that responses sent to any other addresses will be considered. Details of responses and other representations will be made public at a later date, however details of comments will not be attributed to any individual.

ARUN DISTRICT COUNCIL WEEKLY PLANNING LIST

Advertised in the West Sussex Gazette on the 20th October 2022

The application, plans and documents may only be inspected on line at: https://www.arun.gov.uk/planning-application-search

Comments on applications should be made before 10th November 2022 and it may not be possible to take into account any comments received after 10th November 2022.

Comments can be submitted electronically by going to the website https://www.arun.gov.uk/planning-application-search looking up the planning application reference and clicking into 'Enter Comment'. This is the quickest way to make your representation and you will get an acknowledgement letter containing a copy of your comments when it has been downloaded into our system. If you are unable to use the online comment facility, you can email your comments to planning@arun.gov.uk but you will not receive a formal acknowledgement email just an automated acknowledgement. You will be able to check that it has been uploaded to the website but please allow 5 working days for it to be updated. (There will always be a delay in being able to see that a comment has been made and viewing it, as we have to manually check and redact each document before it can be viewed). Please make sure you quote the planning application reference if you are emailing so it can be easily matched to the application.

All representations including names and addresses are published on the website so please make sure your views are clear and only include information that you are happy for the public to view. Do not include personal information or information from third parties unless you have their permission to do so. If a complaint is received that permission has not been given for comments included about a third party, the Council reserves the right to redact/include all relevant information. Do not include information which is defamatory or breaches equality or any other legislation. The Council will only retract signatures, telephone numbers and email addresses but please help us by not including this information within the comments section if you are submitting through the website or in the main body of your letter. For details of what we do with your personal information, please refer to our privacy statement comments on planning applications which is available on our website https://www.arun.gov.uk/info/a-z/info-privacy-policy/.

Unfortunately it is not possible for the Council to respond to each letter individually but your comments will be carefully considered before the application is determined. Unless you comment using the online facility, your representation will not be acknowledged, but you will be advised if the application is to be determined by the Planning Committee and you will be informed of the decision. The progress of the application can be followed on the website.

Should the application, subsequently go to an appeal the Planning Inspectorate will publish any comments made to the Council on their website https://exp.planninginspectorate.gov.uk/ but they will protect personal details. Please note that where an appeal relates to a refusal of a householder, advert or minor commercial application, there is no further opportunity to make comments on the application. The only comments they will consider are those submitted on the original planning application.

To register to receive notification of planning applications in your area please go to https://www1.arun.gov.uk/planning-application-finder

Table with columns: Application Ref, Location, Description, Status. Rows include AG24/22/24H, BR216/22/T, BR226/22/2H, BR228/22/2H, BR242/22/2H, BR243/22/2H, BR244/22/2H, BR245/22/2H, BR246/22/2H, BR247/22/2H, BR248/22/2H, BR249/22/2H, BR250/22/2H, BR251/22/2H, BR252/22/2H, BR253/22/2H, BR254/22/2H, BR255/22/2H, BR256/22/2H, BR257/22/2H, BR258/22/2H, BR259/22/2H, BR260/22/2H, BR261/22/2H, BR262/22/2H, BR263/22/2H, BR264/22/2H, BR265/22/2H, BR266/22/2H, BR267/22/2H, BR268/22/2H, BR269/22/2H, BR270/22/2H, BR271/22/2H, BR272/22/2H, BR273/22/2H, BR274/22/2H, BR275/22/2H, BR276/22/2H, BR277/22/2H, BR278/22/2H, BR279/22/2H, BR280/22/2H, BR281/22/2H, BR282/22/2H, BR283/22/2H, BR284/22/2H, BR285/22/2H, BR286/22/2H, BR287/22/2H, BR288/22/2H, BR289/22/2H, BR290/22/2H, BR291/22/2H, BR292/22/2H, BR293/22/2H, BR294/22/2H, BR295/22/2H, BR296/22/2H, BR297/22/2H, BR298/22/2H, BR299/22/2H, BR300/22/2H, BR301/22/2H, BR302/22/2H, BR303/22/2H, BR304/22/2H, BR305/22/2H, BR306/22/2H, BR307/22/2H, BR308/22/2H, BR309/22/2H, BR310/22/2H, BR311/22/2H, BR312/22/2H, BR313/22/2H, 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West Sussex Gazette

THE VOICE OF THE COUNTY

Wednesday, October 26, 2022

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Support for renewable energy production



Renewable energy

Karen Dunn
Local Democracy Reporter

West Sussex councillors have reaffirmed their belief that renewable energy production is the way forward for the county – not gas or oil.

During a meeting of the county council on October 14, members supported unanimously a notice of motion on the subject which was tabled by Liberal Democrat leader Kirsty Lord.

The motion was brought forward after the government decided to lift its ban on fracking in the UK.

Mrs Lord shared her fears that the government could 'start tinkering with the regulations' when it came to oil and gas production – and even the definition of what constitutes fracking.

She said: "This council's planning team reviews national policy regularly.

"It may be time for us to review whether the National Infrastructure Act's definition of fracking is still sufficient to protect our environment, given the use of liquids below that level

could be allowed even in the National Park and AONBs [Area of Outstanding Natural Beauty]."

Hydraulic fracturing, or fracking, is a technique for recovering gas and oil from shale rock. It involves drilling into the earth and directing a high-pressure mixture of water, sand and chemicals at a rock layer in order to release the gas inside.

It was halted in the UK in 2019 following concerns about earth tremors – but that ban was lifted last month. Deborah Urquhart, cabinet member for environment & climate change, amended the motion to include mention of a British Geological Survey which confirmed that the geology of the Weald Basin – which includes West Sussex – means that there is no significant shale gas potential.

But the same report does state that there could be an estimated 4.4 billion barrels of oil in the rock. Mrs Urquhart said: "We won't support anything that is tearing up the environmental protections here in West Sussex. But we are the strategic planning authority – we have to, by law, abide by national planning regulations. But we will do all we can to make sure that

environmental protections are enhanced, not reduced."

Exploratory drilling has taken place at Balcombe in Mid Sussex and at Broadford Bridge near Billingshurst in the Horsham district, though the companies involved stated these were for conventional energy deposits and not for shale oil or gas.

Work has ground to a halt at the Billingshurst site until the evaluation of the Horse Hill site near Horley is completed. Meanwhile, Angus Energy's most recent application to continue oil testing at Balcombe was rejected by the council in March 2021, although the company is appealing that decision.

No matter the council's stance on fracking or oil/gas extraction, its hands would be tied if the government declared a site to be Nationally Significant Infrastructure.

Such a move would bypass normal local planning requirements.

The council has made great strides when it comes to renewable energy, opening solar farms at Tanbridge and Westhampnett, a wind farm a few miles off the Sussex coast, and a battery storage farm due to open next year in Sompting.

Super Sussex Autumn's wonderful colours



Gazette photographer Steve Robards took this colourful autumnal image. Please send your photos of the county's wildlife and nature to west.sussex@nationalworld.com

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Regulations 2009
RAMPION 2 OFFSHORE WIND FARM**

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO)

Notice was given in 14th July 2021 that Rampion Extension Development Limited ("RED") (the Applicant) of Greenwood House, Westwood Way, Westwood Business Park, Coveentry, CV4 8PB proposes to apply to the Secretary of State under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO") for the construction, maintenance, operation and decommissioning of an offshore wind farm known as Rampion 2 ("Rampion 2"). Following the notice, the Applicant undertook consultation in accordance with the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed forms and Procedure) Regulations 2009 (Statutory Consultation) between 14 July and 16 September 2021 which was then re-opened for a period between 7 February and 11 April 2022.

In considering the responses to the Statutory Consultation, and its further environmental assessment and engineering works, the Applicant has identified a number of alternative and modified cable route and additional access options and potential locations for new working areas and methods which are located beyond or within the previously identified onshore cable corridor. The proposed changes can be seen on plans that can be found at www.rampion2.com/consultation from 18th October to 29th November 2022. To ensure that all parties with an interest in the works and/or land affected are consulted on the proposals the Applicant is now undertaking further Statutory Consultation informed by a Preliminary Environmental Supplementary Information Report (PEIR SIR). The Applicant proposes to make an application for a DCO for Rampion 2 once it has finalised its proposals, having regard to the responses to this further Statutory Consultation.

The Project

Rampion 2 will have a proposed generating capacity in excess of 100 MW, and will be located around 13km from the Sussex coast at its nearest point. The proposed wind turbines and offshore substations will be constructed within an offshore array area adjacent to the existing Rampion Offshore Wind Farm. Export cables from the offshore array area will make landfall at Climping, West Sussex. The onshore elements of the proposal comprise a transmission cable route running from the landfall at Climping to a new project substation at the Oakendene site, near Cowfold, Horsham District. The cable route then connects to the existing National Grid Bolney Substation in Twineham, Mid Sussex where the project will be connected to the national electricity transmission system.

The proposed development consent order will, amongst other things, licence and authorise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation at the Oakendene site, near Cowfold, West Sussex. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m;
- The construction and operation of an onshore substation at the Oakendene site;
- Underground cables between the new Oakendene substation and the existing Bolney substation to connect the offshore wind farm to the national electricity transmission network;
- The permanent compulsory acquisition of land and/or rights for the Project, where required;
- Overriding of easements and other rights over or affecting land as required for the Project;
- The application and/or discontinuation of legislation relevant to the Project including inter alia legislation relating to compulsory purchase;
- If required, the closure and diversion of public rights of way and streets on a temporary and permanent basis; and
- Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

Rampion 2 is an EIA development for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed development requires an Environmental Impact Assessment and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. Accordingly, the Applicant made preliminary environmental information available as part of the initial Statutory Consultation and is also making available supplementary environmental information as part of this further Statutory Consultation.

This further Statutory Consultation on the Rampion 2 Wind Farm will begin on 18th October 2022 and end on 29th November 2022. During this time copies of the consultation materials comprising documents, plans and maps showing the nature and location of the proposal will be made available. These include the Consultation Booklet, the consultation response form, the previously published Preliminary Environmental Information Report (PEIR) and a Supplementary Information Report to the PEIR that has been produced for the new proposals. These documents will be available for inspection, free of charge, on the project website www.Rampion2.com/consultation. Hard copies will be available to view and the materials may also be inspected on computers accessible to the public at the following libraries during the consultation period (subject to any changes to library opening hours: please check with libraries directly or via their website in case of changes to normal opening times):

Location	Address	Opening hours
Farring Library	The Street, Farring, BN12 5HL	Monday, Tuesday, Thursday & Saturday - 9am-1pm Wednesday & Friday 1pm-5pm
Littlehampton Library	Maltravers Road, Littlehampton, BN17 5NA	Monday - Friday 10am-6pm Saturday 10am-4pm
Bognor Regis Library	London Road, Bognor Regis, PO21 1DE	Monday - Friday 9.30am-6pm Saturday 9.30-5pm
Storrington Library	Ryecroft Lane, Storrington, RH20 4PA	Monday-Friday - 9am-5pm Saturday 10am-4pm
Henfield Library	Off High Street, Henfield, BN5 9HN	Monday - Friday 10am-5pm Saturday - 10am-2pm
Arundel Library	Surrey Street, Arundel, BN18 9DT	Monday - Wednesday 1pm-5pm Thursday - Saturday 9am-1pm
Sleynig Library	Church Street, Sleynig, BN44 3YB	Monday-Friday - 10am-5pm Saturday 10am - 2pm

Copies of the consultation documents on a USB drive will be provided free of charge on request at these libraries, subject to availability. Requests for reproduction of any of these consultation materials in a hardcopy paper format may be subject to a fee based on the number of pages required, and subject to the specifications of the request.

The consultation documents will also be available for inspection free of charge at community drop-in events during the consultation period. Members of the project team will be available to discuss the project and answer questions about the potential alterations and modifications to the onshore proposals and the further Statutory Consultation. Events are taking place at the following locations and times:

Venue	Date	Time
Arundel Town Hall Atherley Chamber Maltravers St, Arundel BN18 9AP	Tuesday, 1 st November 2022	1:00pm - 8:00pm
Arun Yacht Club Riverside West, Rope Walk, Littlehampton BN17 5DL	Wednesday, 2 nd November 2022	1:00pm - 8:00 pm
Ashurst Village Hall The Street Ashurst, Sleynig BN44 3AP	Friday 11 th November 2022	1:00pm - 8:00pm
Washington Village Memorial Hall School Lane, Washington, RH20 4AP	Saturday 12 th November 2022	1:00pm - 8:00pm

Hard copies of the consultation materials (which may be subject to a fee), or translation of materials to another language, large print, audio or braille format may be requested, and other enquiries in respect of these materials may be raised, during the consultation period using the email address, telephone number or Contact us form on the project website provided below:

- Email: rampion2@rwe.com
- Freephone number: 0800 2800 886
- Project website: www.rampion2.com

Responses to or other representations in respect of the proposed changes to Rampion 2 should be submitted to the Applicant via the consultation feedback form on the project website www.rampion2.com/consultation. Consultation responses may also be received by email to rampion2@rwe.com or in writing to the Applicant at: "FREEPOST: Rampion 2" stating the grounds of the response or representation. Any response or representation in respect of the proposed Development Consent Order must be received by the Applicant no later than 23:59 on 29th November 2022. We cannot guarantee that responses sent to any other addresses will be considered. Details of responses and other representations will be made public at a later date, however details or comments will not be attributed to any individual.

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Regulation 4 The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO)
RAMPTION 2 OFFSHORE WIND FARM

Notice was given in 14th July 2021 that Ramption Extension Development Limited ("RED") (the Applicant) of Greenwood House, Westwood Way, Westwood Business Park, Coventry, CV4 8PS proposes to apply to the Secretary of State under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO") for the construction, maintenance, operation and decommissioning of an offshore wind farm known as Ramption 2 ("Ramption 2"). Following the notice, the Applicant undertook consultation in accordance with the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ("Statutory Consultation") between 14 July and 16 September 2021 which was then approved for a period between 7 February and 11 April 2022.

In considering the responses to the Statutory Consultation, and its further environmental assessment and engineering works, the Applicant has identified a number of alternative and modified cable routing and additional access options and potential locations for new working areas and methods which are located beyond or within the previously identified offshore cable corridor. The proposed changes can be seen on plans that can be found at www.ramption2.com/consultation from 18th October to 29th November 2022. To ensure that all parties with an interest in the works and/or land affected are consulted on the proposals the Applicant is now undertaking further Statutory Consultation informed by a Preliminary Environmental Supplementary Information Report (PEIRSIR). The Applicant proposes to make an application for a DCO for Ramption 2 once it has finalised its proposals, having regard to the responses to this further Statutory Consultation.

The Project
Ramption 2 will have a proposed generating capacity in excess of 100 MW and will be located around 13km from the Sussex coast at its nearest point. The proposed wind turbines and offshore substations will be constructed within an offshore array area adjacent to the existing Ramption Offshore Wind Farm. Export cables from the offshore array area will make landfall at Climping, West Sussex. The onshore elements of the proposal comprise a transmission cable route running from the landfall at Climping to a new project substation at the Oakendene site, near Cowfold, Horsham District. The cable route then connects to the existing National Grid Boleyn Substation in Twickenham, Mid Sussex where the project will be connected to the national electricity transmission system.

- The proposed development consent order will, amongst other things, licence and authorise:
- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundation
 - Construction of up to three offshore substations
 - Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves
 - Export cables to transmit electricity from the offshore substations to the shore
 - A trench, located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables
 - Onshore underground cables with jointing pits to transmit electricity to a new onshore substation at the Oakendene site, near Cowfold, West Sussex. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m
 - The construction and operation of an onshore substation at the Oakendene site
 - Underground cables between the new Oakendene substation and the existing Boleyn substation to connect the offshore wind farm to the national electricity transmission network
 - The permanent compulsory acquisition of land and/or rights for the Project, where required
 - Overriding of easements and other rights over or affecting land as required for the Project
 - The application and/or discontinuance of legislation relevant to the Project including inter alia legislation relating to compulsory purchase
 - If required, the closure and diversion of public rights of way and streets on a temporary and permanent basis, and
 - Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

Ramption 2 is an EIA development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed development requires an Environmental Impact Assessment and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. Accordingly, the Applicant made preliminary environmental information available as part of the initial Statutory Consultation and is also making available supplementary environmental information as part of this further Statutory Consultation.

This further Statutory Consultation on the Ramption 2 Wind Farm will begin on 18th October 2022 and end on 29th November 2022. During this time copies of the consultation materials comprising documents, plans and maps showing the nature and location of the proposal will be made available. These include the Consultation Booklet, the consultation response form, the previously published Preliminary Environmental Information Report (PEIR) and a Supplementary Information Report to the PEIR that has been produced for the new proposals. These documents will be available for inspection, free of charge, on the project website www.ramption2.com/consultation. Hard copies will be available to view and the materials may also be inspected on computers accessible to the public at the following libraries during the consultation period (subject to any changes to library opening hours; please check with libraries directly or via their website in case of changes to normal opening times).

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Storrington Library	Ryecroft Lane, Storrington, RH20 4PA	Monday-Friday 9am-5pm Saturday 10am-4pm
Hanfield Library	Off High Street, Hanfield, BN9 9HN	Monday - Friday 10am-5pm Saturday 10am-2pm
Arundel Library	Surrey Street, Arundel, BN18 9DT	Monday - Wednesday 1pm-5pm Thursday - Saturday 9am-1pm
Steyning Library	Church Street, Steyning, BN44 3YB	Monday-Friday 10am-5pm Saturday 10am - 2pm

of the consultation documents on a USB drive will be provided free of charge on request at these libraries, subject to availability. Requests for reproduction of any of these consultation materials in a hardcopy paper format subject to a fee based on the number of pages required, and subject to the specifications of the request.

consultation documents will also be available for inspection free of charge at community drop-in events during the consultation period. Members of the project team will be available to discuss the project and answer questions on potential alterations and modifications to the onshore proposals and the further Statutory Consultation. Events are taking place at the following locations and times:

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Email: ramption2@rws.com
Freephone number: 0800 2800 886
Project website: www.ramption2.com

other representations in respect of the proposed changes to Ramption 2 should be submitted to the Applicant via the consultation feedback form on the project website www.ramption2.com/consultation or may also be received by email to ramption2@rws.com or in writing to the Applicant at: "FREEPOST: Ramption 2" stating the grounds of the response or representation. Any response or representation proposed Development Consent Order must be received by the Applicant no later than 23:59 on 29th November 2022. We cannot guarantee that responses sent to any other addresses will be considered and other representations will be made public at a later date, however details or comments will not be attributed to any individual.

DNA test gives more accurate forecast of cervical cancer risk

Andrew Gregory
Health editor

Scientists have developed a more accurate test for cell changes that can lead to cervical cancer.

The revolutionary test can also pick up DNA markers for some other

common cancers, so could in future be used as a predictive test for breast, womb, cervical and ovarian cancer.

The scientists behind the test had previously shown that by using cervical cells from a routine smear test they might be able to spot ovarian and breast cancer or predict the likelihood of those conditions developing.

Now the expert team says that when testing for cervical cancer the new test performs better than current methods for identifying women with advanced cell changes who need treatment. For women without cell changes but who had human papillomavirus (HPV), which causes most cases of cervical cancer, the test detected 55% of those who would have cell changes in the next four years. The results were published in the journal *Genome Medicine*.

Athena Lammios, the chief executive of the Eve Appeal charity, said: "This new method is more specific and doesn't lead to overtreatment... We know with cervical cancer that we can intervene at an early stage."

In the UK there are about 3,200 new cervical cancer cases a year and 850 deaths.

In their latest study the experts, led by the University of Innsbruck and University College London, looked at DNA methylation. DNA contains all the genes people inherit from both parents, while DNA methylation tells cells which bits of DNA to read. Factors such as smoking, pollution,

poor diet alter the cell's instructions. Scientists can detect these changes. The screening test can pick up high levels of cell changes.

Judiciary 'institutionally racist' across England and Wales, finds report

Haroon Siddique
Legal affairs correspondent

The judiciary in England and Wales is "institutionally racist", with more than half of legal professionals surveyed claiming to have witnessed a judge acting in a racially biased way, according to a report.

The study by the University of Manchester and the barrister Keir Monteith KC found judicial discrimination to be directed particularly towards black court users - from lawyers to witnesses to defendants.

Of 373 legal professionals surveyed, 56% stated they had witnessed at least one judge acting in a racially biased way towards a defendant, while 52% had witnessed discrimination in judicial decision-making.

Examples ranged from hostility towards black defendants, including use of the term "you people", to harsher sentences.

The study also criticised the current five-year strategy to boost judicial diversity for failing to mention racial bias or racism.

Prof Leslie Thomas KC, who wrote the report's foreword, said: "Judges need to sit up and listen, because it is a myth that Lady Justice is blind to colour. Our judiciary as an institution is just as racist as our police forces, our education system and our health service - this is something that cannot be ignored for any longer."

Since 2020, there had been only one published Judicial Conduct Investigations Office decision where racism was found against a judge (a

magistrate), the report said. It also noted the Judicial Executive Board had not published a report it commissioned into bullying and racism.

Responses to the survey indicated racial discrimination by judges was most frequently directed towards Asian and black people, with the latter the most affected, and the most frequently mentioned sub-group was young black male defendants.

One respondent also said that every black parent they represented had been described as "aggressive".

Prof Eithne Quinn, the report's academic lead author, said the findings showed "judges often play a role in fuelling and normalising the terrible disparities in our legal system".

The overwhelming majority (95%) of respondents said racial bias played some role in the processes or outcomes of the justice system.

The report, published yesterday, recommended that the lord chief justice should publicly acknowledge the justice system was institutionally racist, and should organise compulsory, ongoing racial bias and anti-racist training for all judges and overhaul the process of judicial appointments.

Just 1% of the judiciary are black, none of whom sit in the court of appeal, and there has never been a supreme court justice of colour.

Monteith said: "Racism in the justice system has to be acknowledged and fought by those at the highest level, but at the moment there is complete and utter silence - and as a consequence, there is no action to combat racial bias."

Lord Burnett of Maldon, the lord chief justice, said he had been "working hard to deal with problems of the sort that have been identified, where they exist". He added: "The judiciary will look carefully at the report and take it into account when considering how to focus our efforts in the future. Any incidents of racism, harassment, bullying or discrimination are unacceptable and will be dealt with in accordance with the relevant grievance or conduct procedure."

In a separate study it was revealed that just 90 of more than 13,000 partners at major law firms in England and Wales were black. The 1% Study said the sector could learn from other industries to attract, retain and progress diverse talent to senior levels.

ALDI

WINE OF THE WEEK

I'm New

Which? CHEAPEST SUPERMARKET 2021

Aldi. Officially Which? Cheapest Supermarket of the Year

In Scotland and Wales, in store alcohol prices may be higher and alcohol may not be sold before 9am. Cheapest at 100 Cotes Du Rhone Wine 75cl, £3.99 per 75cl. Promotions and prices may vary in Scotland, Wales, etc.

marineandfisheries@gov.wales nid yn hwyrach na Tachwedd 18fed a rhaed anfon copi o'r datganiad o wrthwynebiad at The Fisheries Officer (Rod and Line), Environment and Business, Environment Agency, Horizon House, Deanery Rd, Bristol BS1 5AH neu e-bostio fisheries@environment-agency.gov.uk neu Yr Ymgynghorydd Pysgodfeydd (Taliadau Gwialen a Lein), Cyfoeth Naturiol Cymru, T Cambria, 29 Heol Casnewydd, Caerdydd CF24 0TP neu anfon e-bost at Fisheries.Wales@naturalresourceswales.gov.uk (4187012)

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT

TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (North East) (No.28) Order 2022." authorising the stopping up of connecting part-widths of Railway Terrace at North Shields in North Tyneside, to enable development as permitted by North Tyneside Council, under reference 21/02518/FUL.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gov.uk (quoting NATTRAN/NE/S247/5174). They may also be inspected during normal opening hours at North Shields Customer First Centre and Library, Northumberland Square, North Shields, NE30 1QU.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 18 October 2022 apply to the High Court for the suspension or quashing of the Order or of any provision included.

C Moody, Casework Manager

(4187011)

DEPARTMENT FOR TRANSPORT

TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (East Midlands) (No.24) Order 2022." authorising the stopping up of a part-width of Nottingham Road in the Borough of Rushcliffe, to enable development as permitted by Rushcliffe Borough Council, under references 19/02061/REM and 14/01417/OUT.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gov.uk (quoting NATTRAN/EM/S247/5166). They may also be inspected during normal opening hours at Nottinghamshire County Council, Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 18 October 2022 apply to the High Court for the suspension or quashing of the Order or of any provision included.

C Moody, Casework Manager

(4187013)

SECTION 48 PLANNING ACT 2008

REGULATION 4 THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE)

REGULATIONS 2009

RAMPION 2 OFFSHORE WIND FARM

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO)

Notice was given in 14th July 2021 that Rampion Extension Development Limited ("RED") ("**the Applicant**") of Greenwood House, Westwood Way, Westwood Business Park, Coventry, CV4 8PB proposes to apply to the Secretary of State under Section 37 of the Planning Act 2008 for a Development Consent Order ("**DCO**") for the construction, maintenance, operation and decommissioning of an offshore wind farm known as Rampion 2 ("**Rampion 2**").

Following the notice, the Applicant undertook consultation in accordance with the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed forms and Procedure) Regulations 2009 ("Statutory Consultation") between 14 July and 16 September 2021 which was then re-opened for a period between 7 February and 11 April 2022.

In considering the responses to the Statutory Consultation, and its further environmental assessment and engineering works, the Applicant has identified a number of alternative and modified cable route and additional access options and potential locations for new working areas and methods which are located beyond or within the previously identified onshore cable corridor. The proposed changes can be seen on plans that can be found at www.rampion2.com/ consultation from 18th October to 29th November 2022. To ensure that all parties with an interest in the works and/or land affected are consulted on the proposals the Applicant is now undertaking further Statutory Consultation informed by a Preliminary Environmental Supplementary Information Report (PEIR SIR). The Applicant proposes to make an application for a DCO for Rampion 2 once it has finalised its proposals, having regard to the responses to this further Statutory Consultation.

The Project

Rampion 2 will have a proposed generating capacity in excess of 100 MW, and will be located around 13km from the Sussex coast at its nearest point. The proposed wind turbines and offshore substations will be constructed within an offshore array area adjacent to the existing Rampion Offshore Wind Farm. Export cables from the offshore array area will make landfall at Climping, West Sussex. The onshore elements of the proposal comprise a transmission cable route running from the landfall at Climping to a new project substation at the Oakendene site, near Cowfold, Horsham District. The cable route then connects to the existing National Grid Bolney Substation in Twineham, Mid Sussex where the project will be connected to the national electricity transmission system.

The proposed development consent order will, amongst other things, licence and authorise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation at the Oakendene site, near Cowfold, West Sussex. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m;
- The construction and operation of an onshore substation at the Oakendene site;
- Underground cables between the new Oakendene substation and the existing Bolney substation to connect the offshore wind farm to the national electricity transmission network;
- The permanent compulsory acquisition of land and/or rights for the Project, where required;
- Overriding of easements and other rights over or affecting land as required for the Project;
- The application and/or disapplication of legislation relevant to the Project including inter alia legislation relating to compulsory purchase;
- If required, the closure and diversion of public rights of way and streets on a temporary and permanent basis; and
- Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

Rampion 2 is an EIA development for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed development requires an Environmental Impact Assessment and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. Accordingly, the Applicant made preliminary environmental information available as part of the initial Statutory Consultation and is also making available supplementary environmental information as part of this further Statutory Consultation.

This further Statutory Consultation on the Rampion 2 Wind Farm will begin on **18th October 2022** and end on **29th November 2022**. During this time copies of the consultation materials comprising documents, plans and maps showing the nature and location of the proposal will be made available. These include the Consultation Booklet, the consultation response form, the previously published Preliminary Environmental Information Report (PEIR) and a Supplementary Information Report to the PEIR that has been produced for the new proposals. These documents will be available for inspection, free of charge, on the project website www.Rampion2.com/consultation. Hard copies will be available to view and the materials may also be inspected on computers accessible to the public at the following libraries during the consultation period (subject to any changes to library opening hours: please check with libraries directly or via their website in case of changes to normal opening times):

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Copies of the consultation documents on a USB drive will be provided free of charge on request at these libraries, subject to availability. Requests for reproduction of any of these consultation materials in a hardcopy paper format may be subject to a fee based on the number of pages required, and subject to the specifications of the request. The consultation documents will also be available for inspection free of charge at community drop-in events during the consultation period. Members of the project team will be available to discuss the project and answer questions about the potential alterations and modifications to the onshore proposals and the further Statutory Consultation. Events are taking place at the following locations and times:

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Hard copies of the consultation materials (which may be subject to a fee), or translation of materials to another language, large print, audio or braille format may be requested, and other enquiries in respect of these materials may be raised, during the consultation period using the email address, telephone number or 'Contact us' form on the project website provided below:

- Email: rampion2@rwe.com
- Freephone number: 0800 2800 886
- Project website: www.rampion2.com

Responses to or other representations in respect of the proposed changes to Rampion 2 should be submitted to the Applicant via the consultation feedback form on the project website www.rampion2.com/consultation. Consultation responses may also be received by email to rampion2@rwe.com or in writing to the Applicant at: "FREEPOST: Rampion 2" stating the grounds of the response or representation. Any response or representation in respect of the proposed Development Consent Order must be received by the Applicant **no later than 23:59 on 29th November 2022**. We cannot guarantee that responses sent to any other addresses will be considered.

Details of responses and other representations will be made public at a later date, however details or comments will not be attributed to any individual. (4187014)

Property & land

PROPERTY DISCLAIMERS

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22210273/1/MPC

1 In this notice the following shall apply:

Company Name: **TIM MILLER PROPERTIES LIMITED**

Company Number: 01878939

Interest: freehold

Title number: SY37285

Property: The Property situated at Land forming part of 34 and 36 South End, Croydon being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 22 July 2022.

Assistant Treasury Solicitor

13 October 2022

(4183576)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV2046191/5/MJH

1 In this notice the following shall apply:

Company Name: **DAVID CHARLES HOMES (NOTTINGHAM) LIMITED**

Company Number: 00386050

Interest: freehold

Title number: LL5981

Property: The Property situated at Land lying to the west of Grantham By-Pass, Barrowby, Lincolnshire. being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 29 April 2022.

LEAD STORY:

EU taxonomy rules sweep shipping into their wake

WHAT TO WATCH:

Grain corridor to be expanded in renewal talks

OPINION:

Wärtsilä's units merger shows digitalisation is struggling

ANALYSIS:

IT departments do not equate to 'cyber-resilience'

MARKETS:

Global supply chain will be more challenging in 2023

Liner shipping carriers enter another price war

IN OTHER NEWS:

US approves LNG Jones Act waiver for Puerto Rico

Wärtsilä merges voyage and power units to cut costs

Euronav sells aged ULCC for storage

Pilbara ports to pilot ammonia bunkering study

Nakilat pledges secure energy transport as profit increases

EU taxonomy rules sweep shipping into their wake



EUROPEAN SHIPPING REGULATORS are being asked to reconsider barring vessels carrying fossil fuels from qualifying with the bloc's taxonomy regulation, with shipowners arguing that it could exclude the region's banks from financing their assets.

Banks, financial services and some shipowners must report to national authorities whether their investments and businesses align with the European Union's sustainability goals under taxonomy rules, which entered into force in July 2020.

For banks, this includes gathering technical data and other disclosures from the shipping companies they finance, with additional screening from July 2023.

Bigger shipowners with more than 250 employees also must disclose how their turnover, capital expenditure and operating expenses align to the framework and how they aim to improve over 10 years.

The classification system for sustainable economic activities covers 13 sectors including maritime transport, and will soon sweep shipping into its wake, a Maritime Cyprus panel heard.

"Give us the tools to make investments and seek financing," said Konstantinos Adamopoulos, the chief investment officer of Safe Bulkera, whose fleet of bulk carriers does not qualify as a sustainable investment under the taxonomy. "If you make it harder for EU-based shipping companies get the [money] for their transitional investment then they will seek finance elsewhere," he added.

Fotini Ionannidou, from the European Commission's directorate general for transport (DG-MOVE), was on the panel and listened to

Nakilat pledges secure energy transport as profit increases

NAKILAT, the Qatari company that owns world's largest liquefied natural gas fleet, has boosted profit by way of strategic expansion of its fleet and the improved performance of its shipyard joint ventures.

Third-quarter net profit was QR1.1bn (\$311.9m), a 13.2% increase year on year, according to a statement.

"High European Union LNG demand and consequent investments in LNG exports and imports projects are expected to boost vessel requirements," the

company said in an investor presentation. It was positive on the market outlook.

Total revenue in the three months ending September 30 rose 6.3% to QR3.26bn, while earnings before interest, taxes, depreciation and amortisation increased 7.5% to QR2.64bn.

Classified notices follow



Looking to publish a judicial sale, public notice, court orders and recruitment?

For EMEA please contact **Maxwell Harvey** on +44 (0) 20 7017 5752

or E-mail: ██████████@informa.com

For APAC please contact: m&l@pacsalesteam@informa.com

Section 48 Planning Act 2008
Regulation 4 The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009

RAMPION 2 OFFSHORE WIND FARM
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO)

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- Project website: www.rampion2.com

Responses to or other representations in respect of the proposed changes to Rampion 2 should be submitted to the Applicant via the consultation feedback form on the project website www.rampion2.com/consultation. Consultation responses may also be received by email to

rampion2@rwe.com or in writing to the Applicant at: "FREEPOST: Rampion 2" stating the grounds of the response or representation. Any response or representation in respect of the proposed Development Consent Order must be received by the Applicant **no later than 23:59 on 29th November 2022**. We cannot guarantee that responses sent to any other addresses will be considered.

Details of responses and other representations will be made public at a later date, however details or comments will not be attributed to any individual.

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PUBLIC NOTICES

ENVIRONMENT AGENCY
SALMON AND FRESHWATER FISHERIES ACT 1975
LIMITATION OF LICENCES IN THE YORKSHIRE AND NORTH EAST COASTAL SEA TROUT NET FISHERY

Notice is hereby given that it is the intention of the Secretary of State for Environment, Food and Rural Affairs to confirm an Order made by the Environment Agency under section 26 of the above Act.

The Order will limit the number of licences to be allocated in any year for fishing for migratory (sea) trout with T or J nets in the specified area.

A copy of the Order may be obtained, free of charge, on application to the Environment Agency from the address given below, or from <https://consult.environment-agency.gov.uk/north-east/north-east-coast-limitation-of-net-licences-order> [consult.environment-agency.gov.uk]

Any objection to the confirmation of the Order should be made in writing and addressed to Migratory & Freshwater Fisheries, Department for Environment, Food and Rural Affairs, 1st Floor, 2 Marsham Street, London, SW1P 4DF or made by email to freshwater.fish@defra.gov.uk to be received not later than Friday 25 October 2022.

Copies of any responses may be made public. The information contained may also be published in a summary of responses. If you do not consent to this, you must clearly request that your response be treated confidentially. Any confidentiality disclaimer generated by your IT system in e-mail responses will not be treated as such a request. You should also be aware that there may be circumstances in which Defra will be required to communicate information to third parties on request, in order to comply with its obligations under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004.

Jon Shelley, Senior Fisheries Technical Specialist
 Environment Agency, Tyneside House, Newcastle upon Tyne, NE4 7AR

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NOTIFICATION AND PUBLICATION OF AN EIA DECISION AND REGULATORY DECISION
EIA CONSENT DECISION AREA 481 AGGREGATE EXTRACTION

The Marine Management Organisation (MMO) has carried out an Environment Impact Assessment (EIA) under the Marine Works (EIA) Regulations 2007 (as amended) ("the Regulations") in relation to the Aggregate Dredge Area 481 (case references MLA/2020/00517 and MLA/2020/00519), to be carried out by Van Oord UK Limited and Tarmac Marine Limited. In accordance with Regulation 22 of the Regulations, the MMO has decided to grant EIA consent for the project on 30 September 2022 subject to certain conditions being imposed. Full details of the decision, including the environmental information taken into consideration, the main reasons and considerations on which the EIA consent decision was based, and the conditions attached to the consent can be found at https://marinelicensing.marinemanagement.org.uk/mmofox5/fox/live/MMO_PUBLIC_REGISTER

This information may also be inspected free of charge during normal working hours at the MMO's office (a charge may be made for copies of data provided). Requests to inspect such information should be directed to: Marine Licensing Team, Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7YH
 Tel: 0300 123 1032 Email: marine.consents@marinemanagement.org.uk

The Marine Works (EIA) Regulations 2007 (as amended) transposed, in relation to marine works, the EIA Directive 2011/92/EU ("the Directive").

Effect of EIA Decision on the Regulatory Decision
 Following the above EIA consent decision in accordance with Regulation 24 of the Regulations, the MMO has decided to grant marine licences for Aggregate Dredging at Area 481 under the Marine and Coastal Access Act 2009 on 30 September 2022, subject to certain conditions being imposed. Full details of the decision, including the environmental information taken into consideration, the main reasons and considerations on which the Regulatory Decision was based and the conditions attached to the consent can be found at https://marinelicensing.marinemanagement.org.uk/mmofox5/fox/live/MMO_PUBLIC_REGISTER

This information may also be inspected free of charge during normal working hours at the MMO's office (a charge may be made for copies of data provided). Requests to inspect such information should be directed to: Marine Licensing Team Marine Management Organisation Lancaster House Hampshire Court Newcastle upon Tyne NE4 7YH
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PUBLIC NOTICE

SECTION 48 PLANNING ACT 2008 REGULATION 4 THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

RAMPION 2 OFFSHORE WIND FARM NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER (DCO)

Notice was given in 14th July 2021 that Rampion Extension Development Limited ("RED") ('the Applicant') of Greenwood House, Westwood Way, Westwood Business Park, Coventry, CV4 8PB proposes to apply to the Secretary of State under Section 37 of the Planning Act 2008 for a Development Consent Order ('DCO') for the construction, maintenance, operation and decommissioning of an offshore wind farm known as Rampion 2 ('Rampion 2').

Following the notice, the Applicant undertook consultation in accordance with the Planning Act 2008 and the Infrastructure Planning (Applications: Prescribed forms and Procedure) Regulations 2009 ('Statutory Consultation') between 14 July and 16 September 2021 which was then re-opened for a period between 7 February and 11 April 2022.

In considering the responses to the Statutory Consultation, and its further environmental assessment and engineering works, the Applicant has identified a number of alternative and modified cable route and additional access options and potential locations for new working areas and methods which are located beyond or within the previously identified onshore cable corridor. The proposed changes can be seen on plans that can be found at www.rampion2.com/consultation from 18th October to 29th November 2022. To ensure that all parties with an interest in the works and/or land affected are consulted on the proposals the Applicant is now undertaking further Statutory Consultation informed by a Preliminary Environmental Supplementary Information Report (PEIR SIR). The Applicant proposes to make an application for a DCO for Rampion 2 once it has finalised its proposals, having regard to the responses to this further Statutory Consultation.

The Project

Rampion 2 will have a proposed generating capacity in excess of 100 MW, and will be located around 13km from the Sussex coast at its nearest point. The proposed wind turbines and offshore substations will be constructed within an offshore array area adjacent to the existing Rampion Offshore Wind Farm. Export cables from the offshore array area will make landfall at Climping, West Sussex. The onshore elements of the proposal comprise a transmission cable route running from the landfall at Climping to a new project substation at the Oakendene site, near Cowfold, Horsham District. The cable route then connects to the existing National Grid Bolney Substation in Twineham, Mid Sussex where the project will be connected to the national electricity transmission system.

The proposed development consent order will, amongst other things, licence and authorise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation at the Oakendene site, near Cowfold, West Sussex. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m;
- The construction and operation of an onshore substation at the Oakendene site;
- Underground cables between the new Oakendene substation and the existing Bolney substation to connect the offshore wind farm to the national electricity transmission network;
- The permanent compulsory acquisition of land and/or rights for the Project, where required;
- Overriding of easements and other rights over or affecting land as required for the Project;
- The application and/or disapplication of legislation relevant to the Project including inter alia legislation relating to compulsory purchase;
- If required, the closure and diversion of public rights of way and streets on a temporary and permanent basis; and
- Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

Rampion 2 is an EIA development for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed development requires an Environmental Impact Assessment and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. Accordingly, the Applicant made preliminary environmental information available as part of the initial Statutory Consultation and is also making available supplementary environmental information as part of this further Statutory Consultation.

This further Statutory Consultation on the Rampion 2 Wind Farm will begin on **18th October 2022** and end on **29th November 2022**. During this time copies of the consultation materials comprising documents, plans and maps showing the nature and location of the proposal will be made available. These include the Consultation Booklet, the consultation response form, the previously published Preliminary Environmental Information Report (PEIR) and a Supplementary Information Report to the PEIR that has been produced for the new proposals. These documents will be available for inspection, free of charge, on the project website www.Rampion2.com/consultation. Hard copies will be available to view and the materials may also be inspected on computers accessible to the public at the following libraries during the consultation period (subject to any changes to library opening hours: please check with libraries directly or via their website in case of changes to normal opening times):

Location	Address	Opening hours
Ferring Library	The Street, Ferring, BN12 5HL	Monday, Tuesday, Thursday & Saturday 9:00am-1:00pm Wednesday & Friday 1:00pm-5:00pm
Littlehampton Library	Maltravers Road, Littlehampton, BN17 5NA	Monday - Friday 10:00am-6:00pm Saturday 10:00am-4:00pm
Bognor Regis Library	London Road, Bognor Regis, PO21 1DE	Monday - Friday 9:30am-6:00pm Saturday 9:30-5:00pm
Storrington Library	Ryecroft Lane, Storrington, RH20 4PA	Monday-Friday 9:00am-5:00pm Saturday 10:00am-4:00pm
Henfield Library	Off High Street, Henfield, BN5 9HN	Monday - Friday 10:00am-5:00pm
Arundel Library	Surrey Street, Arundel, BN18 9DT	Monday - Wednesday 1pm-5pm Thursday - Saturday 9am-1pm
Steyning Library	Church Street, Steyning, BN44 3YB	Monday-Friday - 10am-5pm Saturday 10am - 2pm

Copies of the consultation documents on a USB drive will be provided free of charge on request at these libraries, subject to availability. Requests for reproduction of any of these consultation materials in a hardcopy paper format may be subject to a fee based on the number of pages required, and subject to the specifications of the request.

The consultation documents will also be available for inspection free of charge at community drop-in events during the consultation period. Members of the project team will be available to discuss the project and answer questions about the potential alterations and modifications to the onshore proposals and the further Statutory Consultation. Events are taking place at the following locations and times:

Venue	Date	Time
Arundel Town Hall Atherley Chamber Maltravers St, Arundel BN18 9AP	Tuesday, 1st November 2022	1:00pm - 8:00pm
Arun Yacht Club Rope Walk Riverside West Littlehampton BN17 5DL	Wednesday, 2nd November 2022	1:00pm - 8:00 pm
Ashurst Village Hall The Street Ashurst, Steyning BN44 3AP	Friday 11th November 2022	1:00pm - 8:00pm
Washington Village Memorial Hall School Lane, Washington, RH20 4AP	Saturday 12th November 2022	1:00pm - 8:00pm

Hard copies of the consultation materials (which may be subject to a fee), or translation of materials to another language, large print, audio or braille format may be requested, and other enquiries in respect of these materials may be raised, during the consultation period using the email address, telephone number or 'Contact us' form on the project website provided below:

- Email: rampion2@rwe.com
- Freephone number: 0800 2800 886
- Project website: www.rampion2.com

Responses to or other representations in respect of the proposed changes to Rampion 2 should be submitted to the Applicant via the consultation feedback form on the project website www.rampion2.com/consultation. Consultation responses may also be received by email to rampion2@rwe.com or in writing to the Applicant at: "FREEPOST: Rampion 2" stating the grounds of the response or representation. Any response or representation in respect of the proposed Development Consent Order must be received by the Applicant **no later than 23:59 on 29th November 2022**. We cannot guarantee that responses sent to any other addresses will be considered.

Details of responses and other representations will be made public at a later date, however details or comments will not be attributed to any individual.

6.7. Consultation material

6.7.1. Consultation booklet

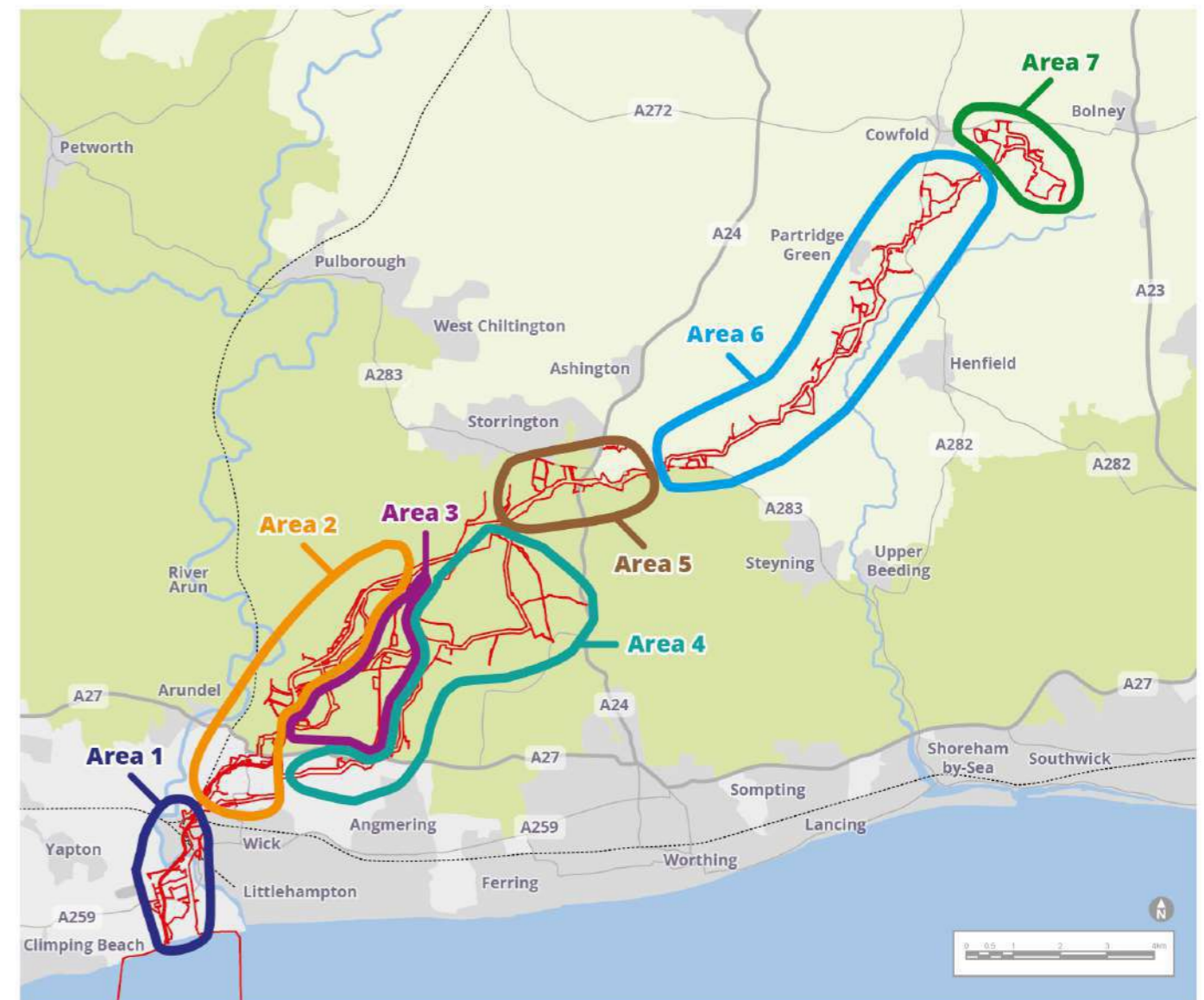
Rampion 2 Second Round of Statutory Consultation: Potential Onshore Cable Route Changes

Have your say on our proposals
between Tuesday 18th October
and Tuesday 29th November 2022



Contents

- Introduction to this Consultation**..... 02
- Our cable route areas** (please refer to the map below)
- Area 1: Climping Beach to Lyminster 08
- Area 2: Lyminster to Sullington Hill (Modified Route) 14
- Area 3: Crossbush to Michelgrove (Central Route)..... 28
- Area 4: Lyminster to Sullington Hill (Eastern Route)..... 36
- Area 5: West and North of Washington 52
- Area 6: Wiston to Kings Lane 58
- Area 7: Substation Approach 68
- How to have your say** 73



Introduction to this Consultation

This section of our booklet tells you:

- about this consultation
- some of the decisions we have already made about our project
- how we have divided up our cable route into areas so you can find the changes of most interest to you
- about our approach to cable route construction and reinstatement
- about our environmental assessments

What is this consultation about?

This consultation is only about potential changes to our onshore cable route. The onshore cable route would cover a distance of approximately 40km, but the works to install the cables would only be temporary. The land affected by the installation works would be fully restored back to its former condition once complete, other than occasional access covers for maintenance.

We are doing this consultation because of feedback we have received from consultation and ongoing engagement, along with our own engineering and environmental work.

We are presenting a number of potential changes for consultation, in the form of alternative and modified cable routes or accesses, or entirely new trenchless crossings or accesses. The new accesses could be for use during construction, operation or both. In some areas we are proposing much longer alternative cable routes.

This booklet provides a summary of the new potential changes and shows where they are on the route. If you want to, you can just respond based on this document, or you can read more in our other consultation documents. This includes more detailed information about potential environmental effects in our "Preliminary Environmental Information Report - Supplementary Information Report" (or 'PEIR SIR' for short). The PEIR SIR adds more environmental information about these new potential changes to the PEIR we consulted on last year.

The onshore cable route changes are the focus of this consultation. All feedback received will be considered alongside the feedback already received on our original cable route proposals. This will help us reach a final decision on which options to adopt for our final proposals, which we will submit in our consent application in 2023.

What makes up this consultation?

The main things making up this consultation are:

This Consultation Booklet

This booklet contains a summary of the potential onshore alternatives and modifications and how to respond to this consultation.

Consultation response form

A form for respondents to express their views on the changes and submit to the project team for consideration. Consultation responses will also be accepted via email and mail.

Work Plans

We've produced plans for our potential changes which are similar to those that will be in our future consent application. These give more information on where we are proposing extra works areas relative to the original route that we consulted upon in 2021.

PEIR SIR

The PEIR Supplementary Information Report, which includes more detailed preliminary environmental information about our proposed alternatives and modifications. Our original PEIR document also forms part of this consultation, as you can use it to understand more about what is written in our PEIR SIR.

Outline Code of Construction

We previously developed an Outline Code of Construction which sets out how we would manage the construction works in a responsible manner. This can be viewed and commented on as part of this latest consultation via our website.

Videos

You can watch various videos to help understand this consultation and our approach to onshore construction. These are:

- Introduction to the consultation from the Project Manager and Stakeholder Manager
- Cable route reinstatement video from the original Rampion project, about how we restore the land after our cable is laid
- A series of construction videos from the original Rampion project

Archived Consultation Materials

Although we are not asking for comments on them in this consultation, you can still view all our original consultation materials from our Statutory Public Consultation held from July to September 2021. You may want to view them for a wider understanding of our project, so we continue to make them available at www.Rampion2.com/consultations-2021

We want to hear from you:

This consultation has been designed for people and organisations to give us their views and contribute to the evolving design of the Rampion 2 project. It provides an opportunity to comment on potential changes to our onshore cable route which may be local to your home or business, or be somewhere that you visit.

Providing your feedback on our potential alternatives and modifications, can help influence our final onshore cable route proposals.

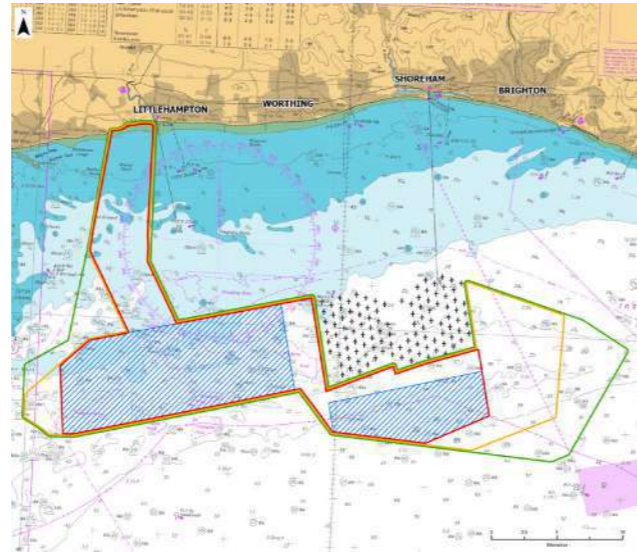
We encourage anyone who has any kind of interest in our potential changes to give us their views. This could be about how the potential changes may benefit or impact you, or something you care about.

Parts of our project we've now fixed

This consultation is about potential changes to our onshore cable route only. However, based on two previous stages of consultation, we've already been able to make some final decisions about other parts of our project:

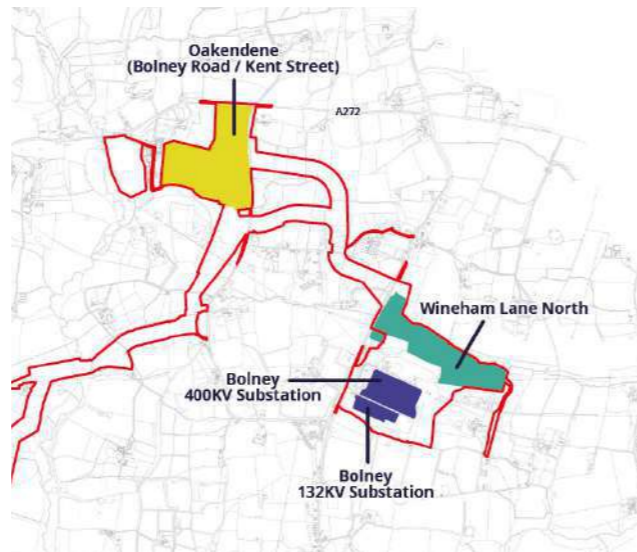
Where our offshore wind turbines might go:

We recently announced changes we've made to the offshore areas of our wind farm in response to consultation feedback. We are not proposing to hold any further consultation on the offshore parts of our project before our application for development consent. However, you can learn more about the changes we have made to the offshore proposals at www.Rampion2.com/consultation



Our chosen onshore substation location:

We've also recently announced the site we have chosen for our onshore project electricity substation. This was selected from a shortlist of two locations which we consulted on last summer. These were Bolney Road/Kent Street (which we are now calling "Oakendene") and Wineham Lane North. We have decided to move forward with the site we are calling 'Oakendene' and have formally dropped the Wineham Lane North site. We've also dropped some cable route options that were only required for Wineham Lane North, but will still need some cables in that area, as that is where we connect to the existing National Grid Bolney substation.



We've produced a document that captures the main feedback we've received to date and how we've sought to respond and make changes where appropriate. You can read this document at www.Rampion2.com/consultation.

Definitions Throughout this document we use some key definitions:

Alternative Cable Route (ACR): Potential cable route alternatives which we would like your feedback on.

Longer Alternative Cable Route (LACR): Just north of Lyminster we have two much longer alternative cable routes several kilometres in length, so we have named them differently to make them clearer.

Modified Route (MR): New areas added to give extra flexibility around our existing cable route or access proposals. They are less likely to lead to new significant environmental impacts relative to ACR and LACR.

Alternative Access (AA): New accesses for construction and/or operation which we are considering to get access from the local highway network.

Open trenching: Most of our cable route will be installed by digging a trench and putting ducts in. Ducts are like tubes that we join together. The cables are then pulled through the ducts later. Using ducts allows us to dig shorter trenches at a time and reinstate the ground above them more quickly.

Trenchless crossing (TC): In some locations we will need to drill or bore under obstacles such as rivers, railways and Climping Beach. This avoids disturbing the environment above or stopping transport services. A temporary drilling construction compound is needed at each end of the works.

Receptors: Something that could be affected by our works, for example, a property or nature conservation site that might hear construction noise. We identify receptors to understand the potential effect of our project.

Landfall: Where our offshore cables come ashore at Climping Beach.

Onshore substation: Our new project substation at Oakendene, to transform the power from the wind farm to a higher voltage for connection to the national electricity transmission network.

National Grid Bolney substation: The existing substation for our connection to the national electricity transmission network.

Cable route: The route for our electricity cables from the landfall to the Bolney substation, via our own onshore project substation. The cables would be laid underground over a normal construction width of 50m, including our temporary construction works and the 20m permanent space we need for cables.

Cable corridor: A wider corridor is often shown beyond our cable route, to allow flexibility, which we will decide whether to keep after our consultation.

Indicative cable route: This is to help the reader interpret the maps, but is only an example of where the 50m route might run.

Construction traffic: This could run along our actual cable route, dedicated access routes we create, or on the local highway network.

Construction access: Used for construction vehicles to get to our cable route from the local highway network.

Operational access: Used by vehicles to monitor or maintain our cables during operation of the wind farm.

PEIR: Our Preliminary Environmental Information Report (PEIR) is an initial assessment of the original project, consulted on in summer 2021.

PEIR boundary: The boundary for the onshore proposals we consulted on in summer 2021.

PEIR SIR: Our PEIR Supplementary Information Report (SIR) provides extra information on the changes that are the subject of this consultation.

Work Plans: Plans prepared to show the general categories of works in each of the new areas we are consulting on.

Cable route construction and reinstatement

What is your cable route like?

There will be no electricity pylons as the cables will be buried underground for the whole route, meaning most cable route impacts will be temporary. This consultation will help us look at how we might reduce our impacts further.

We aim to make our cable route as short as possible, whilst still carefully considering its impacts and avoiding key obstacles, locations or features.

Our 50m construction width allows:

- The permanent width of our electricity cable route and enough room to maintain it
- Extra width which we only need when building the cables, such as to store material we dig up, for construction compounds and for access routes within our working area

How do you build the cable route?

When installing cables we typically:

1. Prepare the site with accesses and fencing. We also remove soil except where we use trenchless crossings
2. Open trench or trenchless crossing are used to install ducts for the future cables
3. Cables are pulled through the ducts and connected together
4. Reinstatement where we have dug trenches or removed soil
5. Removal of all temporary fences, compounds and access routes

What about the environmental impacts?

Overall, our preliminary assessments show that some of our potential changes in this booklet are likely to change the overall conclusions on impacts that we presented in our PEIR in summer 2021. We have therefore included a summary of these changes in each part of this booklet, which looks at our cable route in 7 areas. You can tell us about any comments or concerns you have about the environment in those areas.

You can also read more detailed environmental information about our potential changes in our PEIR SIR including new receptors.

"Reinstatement": The process of putting the land back to how it was

Once the cables have been pulled through the ducting, the construction areas we have disturbed are fully reinstated. Soil is returned, hedgerows are replanted and grass is reseeded.

Once the reinstatement is fully established, the fencing and access points are removed and the land is handed back to the landowner.

For the original Rampion project, there is a requirement to monitor the reinstatement over a 10 year period and we propose to do the same for Rampion 2.

Watch the video at www.Rampion2.com/consultation to see how the original Rampion cable route was successfully reinstated.

During reinstatement after main construction

This is what our normal cable route looks like when we reinstate the surface after temporary construction. During construction, we also have construction compounds and accesses, along with drilling areas where different equipment is used for our trenchless crossings.



After reinstatement

The electricity cable installation would be a temporary impact as all cables would be buried underground except for occasional inspection covers. We are committed to reinstating the land back to its former condition as soon as we can.



Area 1

Climping* Beach (landfall) to Lyminster

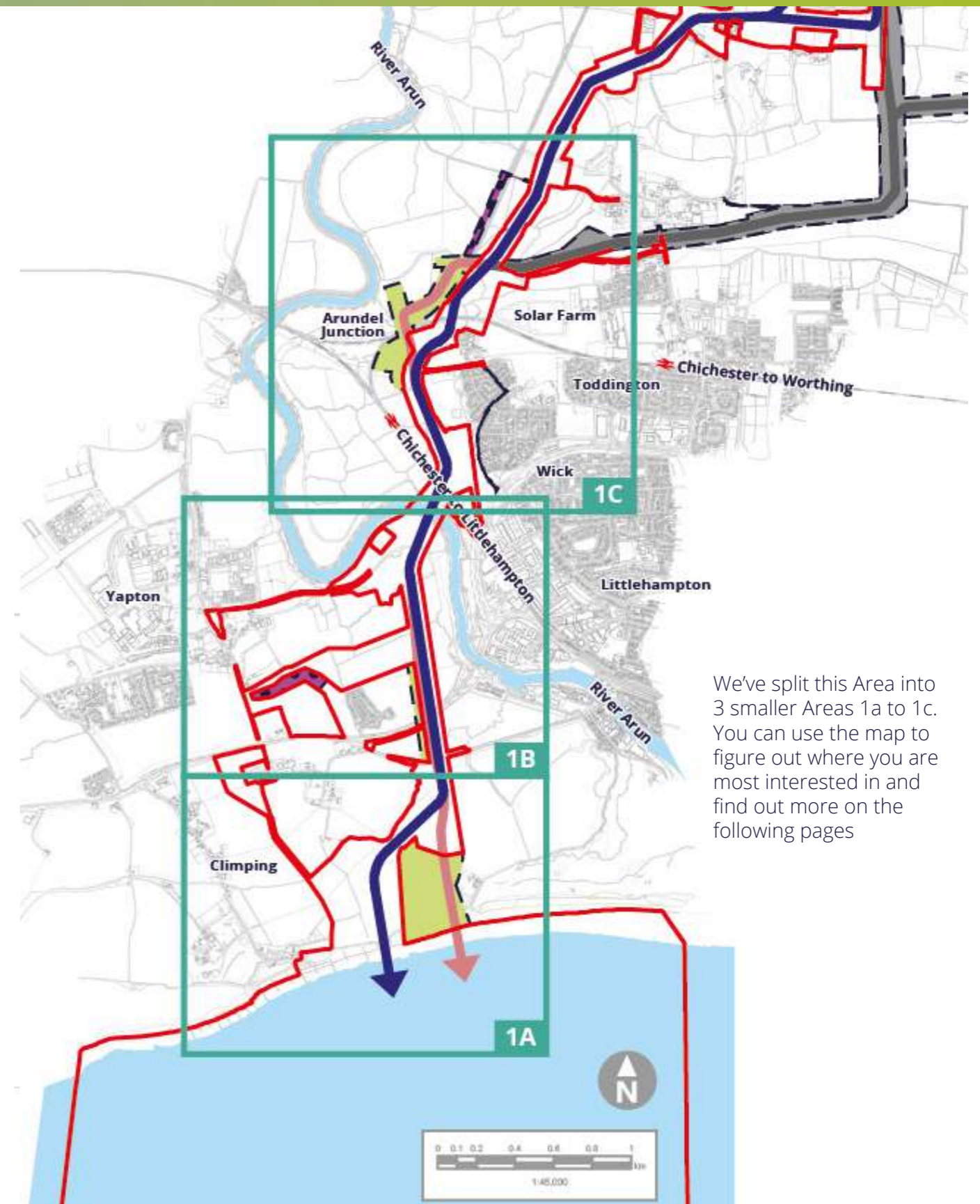
This Area considers the cable route between the 'landfall' at Climping Beach and Lyminster. It includes an **alternative cable route (ACR)**, **two modified routes (MR)**, **two new trenchless crossings (TC)** and **three alternative accesses (AA)**. They are all referenced on the following pages using the abbreviations above.

Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.

Our Environmental Assessment of Climping Beach to Lyminster








On the following pages you can read about our preliminary assessment of potential changes in Area 1. We don't believe that introducing these changes is likely to change the overall conclusions of our PEIR from summer 2021. You can read more about our consideration of these potential changes in our PEIR SIR at www.Rampion2.com/consultation. Just look for the relevant ACR, MR, AA or TC reference.

*We are aware of different local and national spellings of Climping. We use Climping throughout this consultation to also mean Clymping.

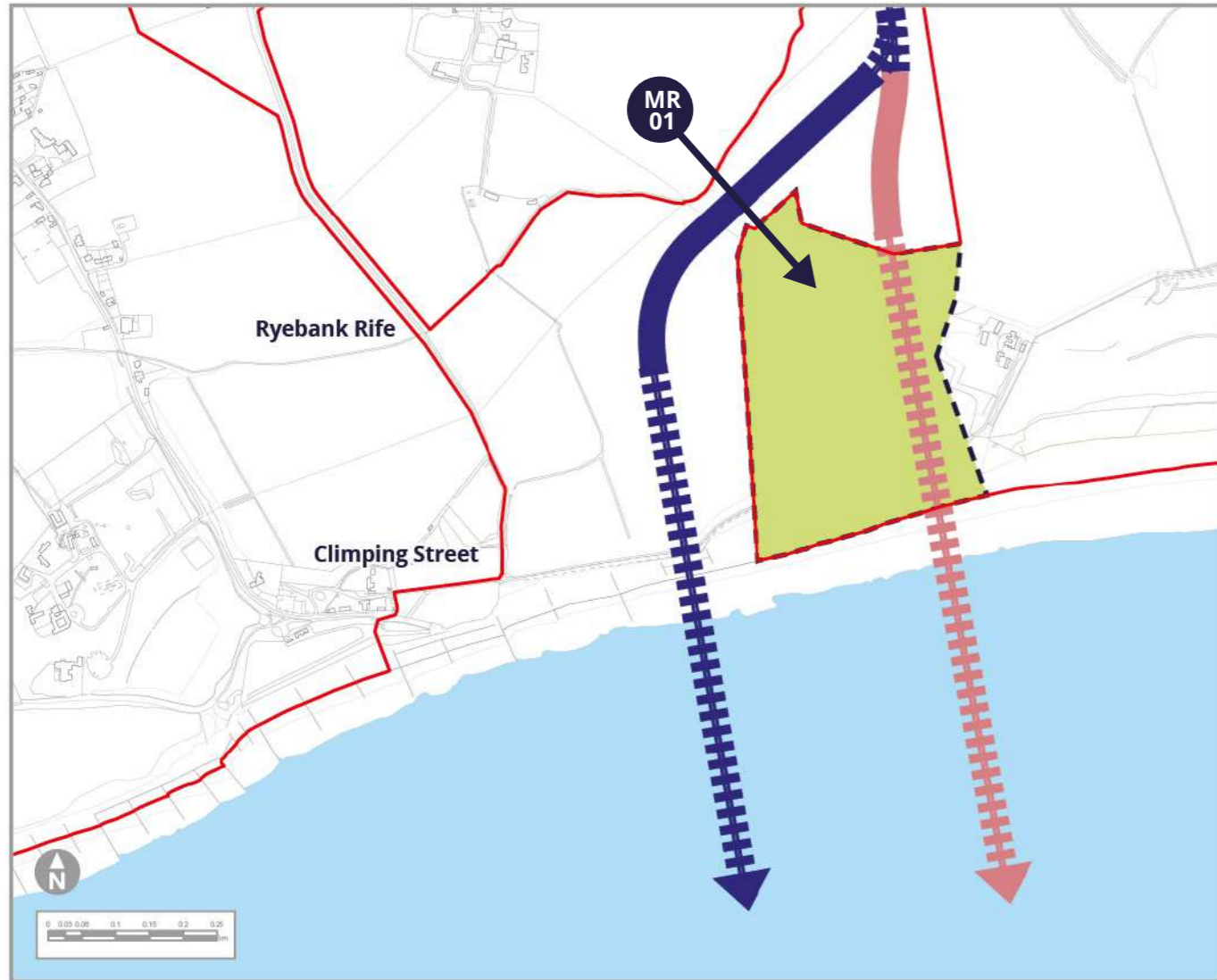


We've split this Area into 3 smaller Areas 1a to 1c. You can use the map to figure out where you are most interested in and find out more on the following pages

KEY:

- | | | | |
|---|---|--|---|
|  | Our previous project boundary (from our summer 2021 consultation) |  | New indicative cable route & trenchless crossing points (see Area Maps for crossing points) |
|  | Our indicative cable route |  | New alternative accesses |
|  | Previously proposed trenchless crossing points |  | Route or change in another Area of this booklet |
|  | New areas for cable construction works | Note: Only 1 cable route is required and indicative cables routes are shown for illustration only | |

Area 1a: Climping Beach to Ferry Road



Modified Route MR-01

We've listened to concerns about potential coastal erosion and flood risk. This extra area just north of Climping beach would give us greater flexibility on where to drill under MR-01 and the beach. The drilling compound would still be in the north in an area we consulted on last year, or in the very north of MR-01.

We might also need to store soil temporarily in the northern part of MR-01.

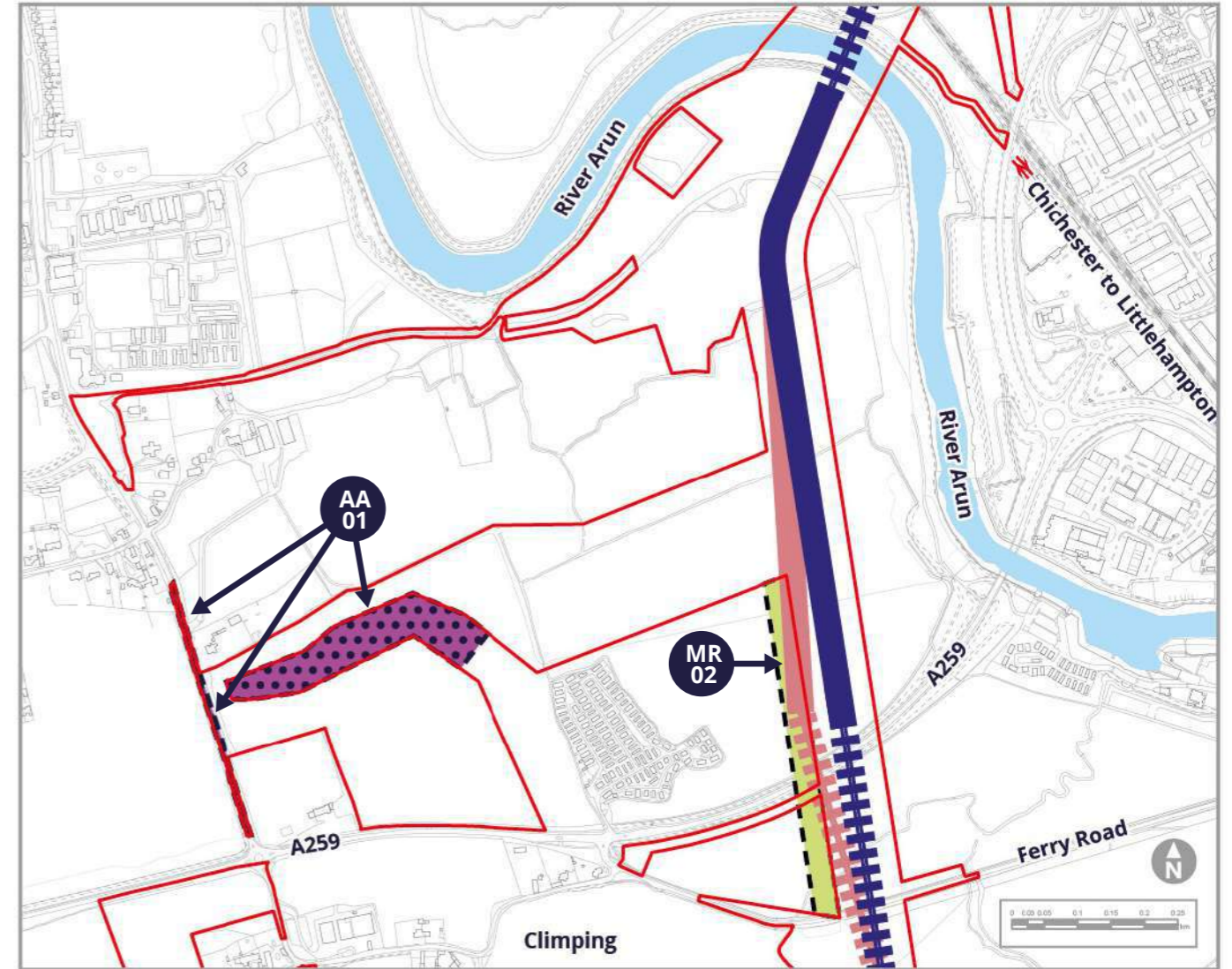
We wouldn't need any above ground works in the southern part of MR-01, nor any additional accesses. However we might need a drilling compound in the northern part of MR-01. We also need to allow the potential for our drilling to start in a small area just north of MR-01, that we previously only proposed for soil storage. If you want to see this exact area then have a look at Sheet 1 of our Works Plans at www.Rampion2.com/consultation

Potential Environmental Impacts

MR-01 would be closer to residences to the east and the Littlehampton Golf Club course. It would also pass under the Climping Beach Site of Special Scientific Interest (SSSI) and a belt of woodland.

These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual and ecology and nature conservation effects.

Area 1b: Ferry Road and the A259



Alternative Access AA-01

This new potential access is proposed to link a construction compound more directly to where the cables are buried. AA-01 includes 90m of temporary works to create better visibility for construction vehicles at Church Lane.

Modified Route MR-02

North of Ferry Road we propose widening the cable corridor by 50m into MR-02. This responds to potential overlap with the West Bank mixed-use development area, but also tries to keep distant from the Climping Park (park home estate) and a historic landfill area.

MR-02 would be closer to Climping Park and next to a historic landfill site. The main area of AA-01 is in an agricultural field, whilst the narrower parts are to create better visibility by widening the existing road. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ground conditions, ecology and nature conservation effects.

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?

Area 1c: Crossing the tracks at Arundel Junction

Alternative Cable Route ACR-01

On the approach to the more northerly railway crossing we have identified the 750m long ACR-01, which is a separate alternative to our existing cable corridor and runs parallel to the railway line for an open trench section between two trenchless crossings. We are including ACR-01 to explore whether we can avoid archaeological finds, which we are still investigating but are more likely to lie on our original route to the east.

Trenchless Crossings TC-01 & TC-02

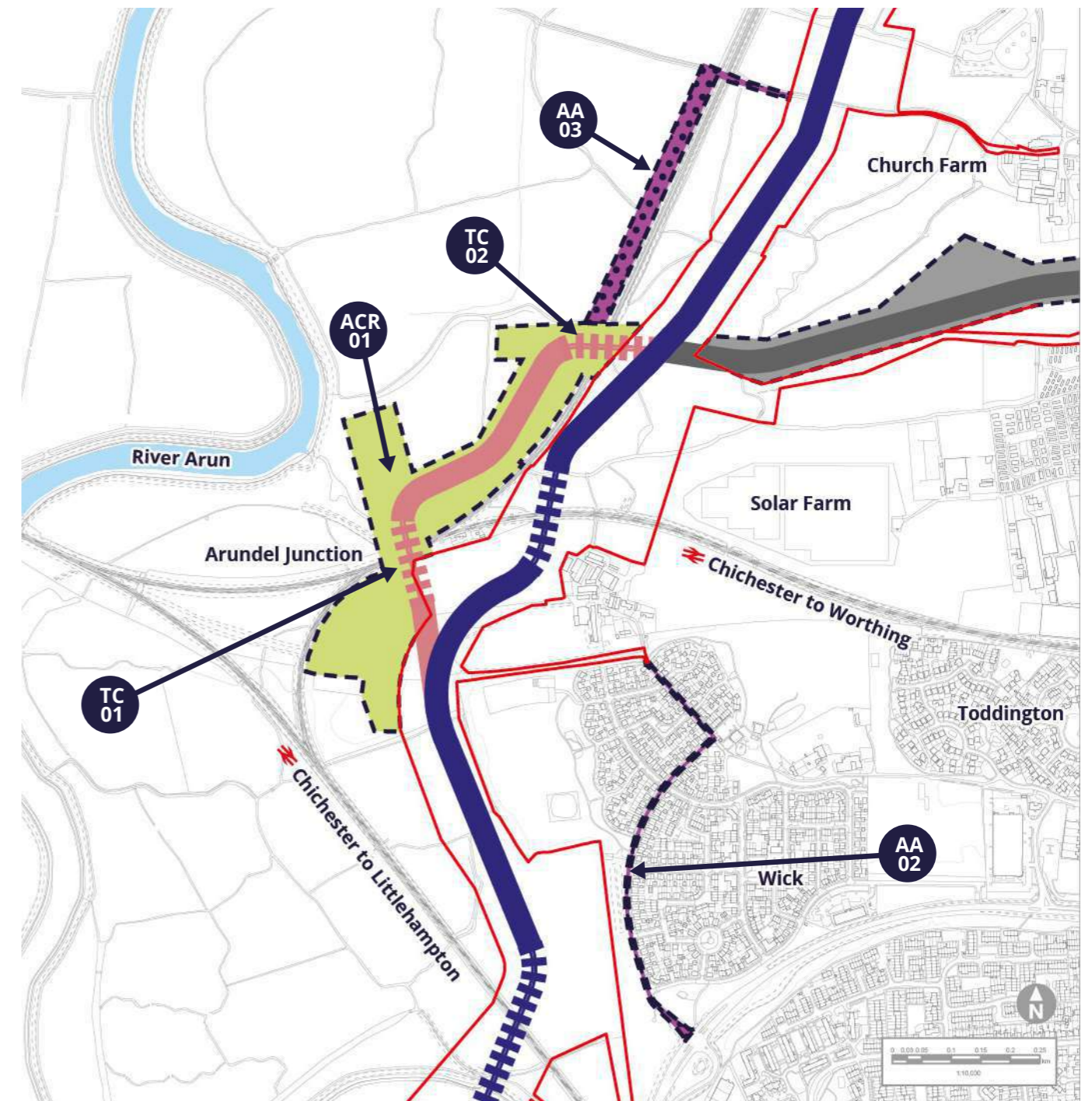
ACR-01 requires two new trenchless crossings to access the western side of the railway line when leaving and rejoining the existing cable corridor.

TC-01 and TC-02 would take the cables under the railway lines to Worthing and Arundel, and the Black Ditch.

Alternative Accesses AA-02 and AA-03

AA-02 is an existing private road that we are considering for operational access during the life of the wind farm, therefore we need to include it in our revised boundary to ensure access.

AA-03 is proposed to allow temporary construction and permanent operational access to ACR-01. This includes equipment to construct the two trenchless crossings under the railway lines. AA-03 would use an existing private crossing of the railway line and then run parallel to the railway line.



Potential Environmental Impacts

ACR-01, AA-03, TC-01 and TC-02 have all been considered together as the access and additional trenchless crossings will only be needed if the Alternative Cable Route is taken forward. AA-02 is an existing private access road through a residential area. Coastal floodplain and grazing marsh have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to ecology and nature conservation effects.

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?

Area 2

Lyminster to Sullington Hill

Our modified route

This Area considers the cable route between Lyminster and Angmering Park, where we are consulting on **five alternative cable route options, three modified routes, nine trenchless drill crossings** and **seven alternative accesses**. They are all referenced on the following pages using the abbreviations above.

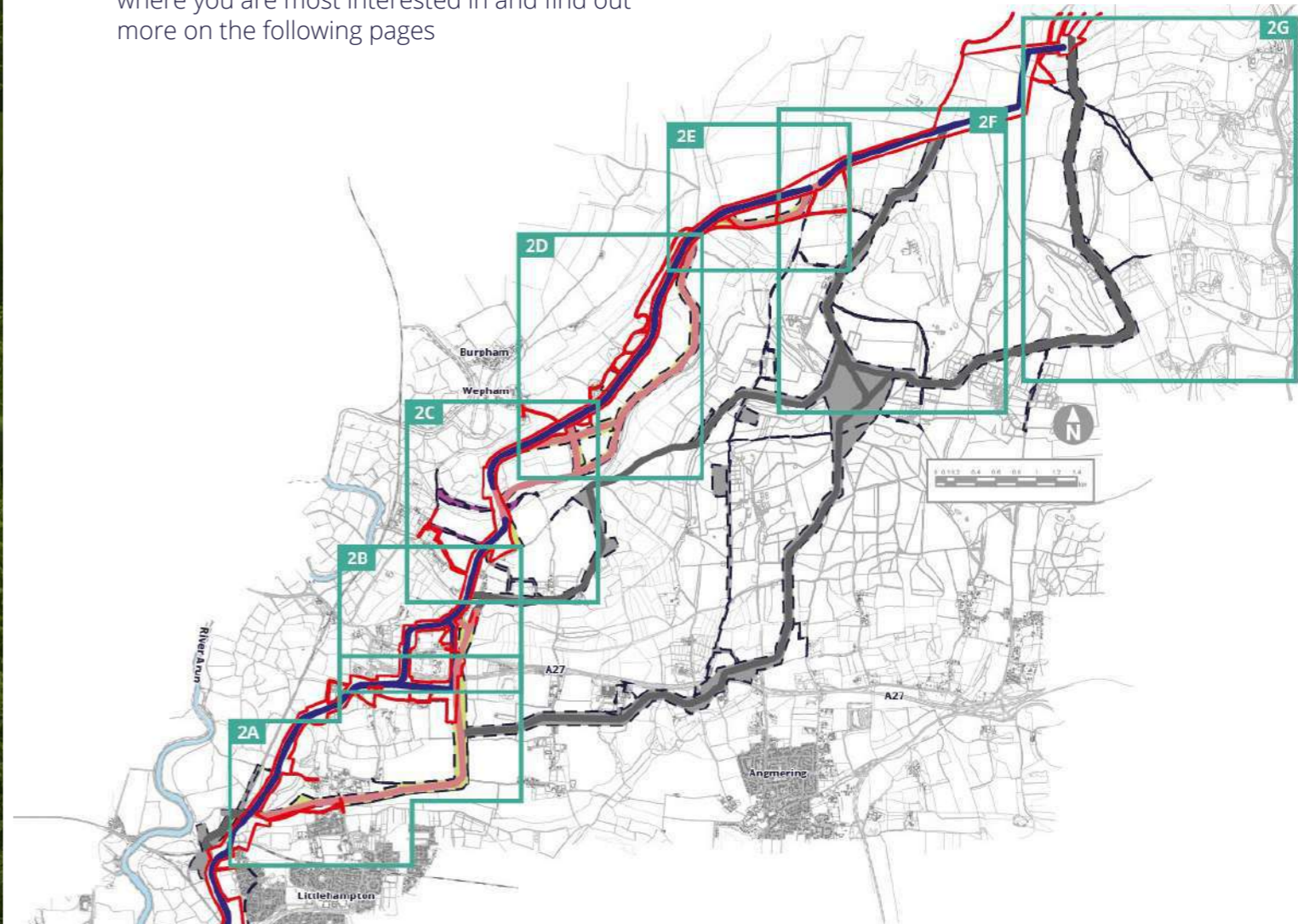
Area 2 addresses potential changes to the cable route that we consulted on last year, including some alternative cable routes. However, if you would like to also read about longer alternative cable routes we are considering which start in a similar place but would go further to the east, please have a look at Area 3 and 4 as well.

Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.








Our Environmental Assessment of Lyminster to Sullington Hill (Modified Route)

On the following pages you can read about our preliminary assessment of potential changes in Area 2. We consider that introducing these changes would be likely to create new landscape and visual, water environment, ecological and historic environment (heritage) effects. You can read more about our consideration of these potential changes in our PEIR SIR at www.Rampion2.com/consultation. Just look for the relevant ACR, MR, AA or TC reference.

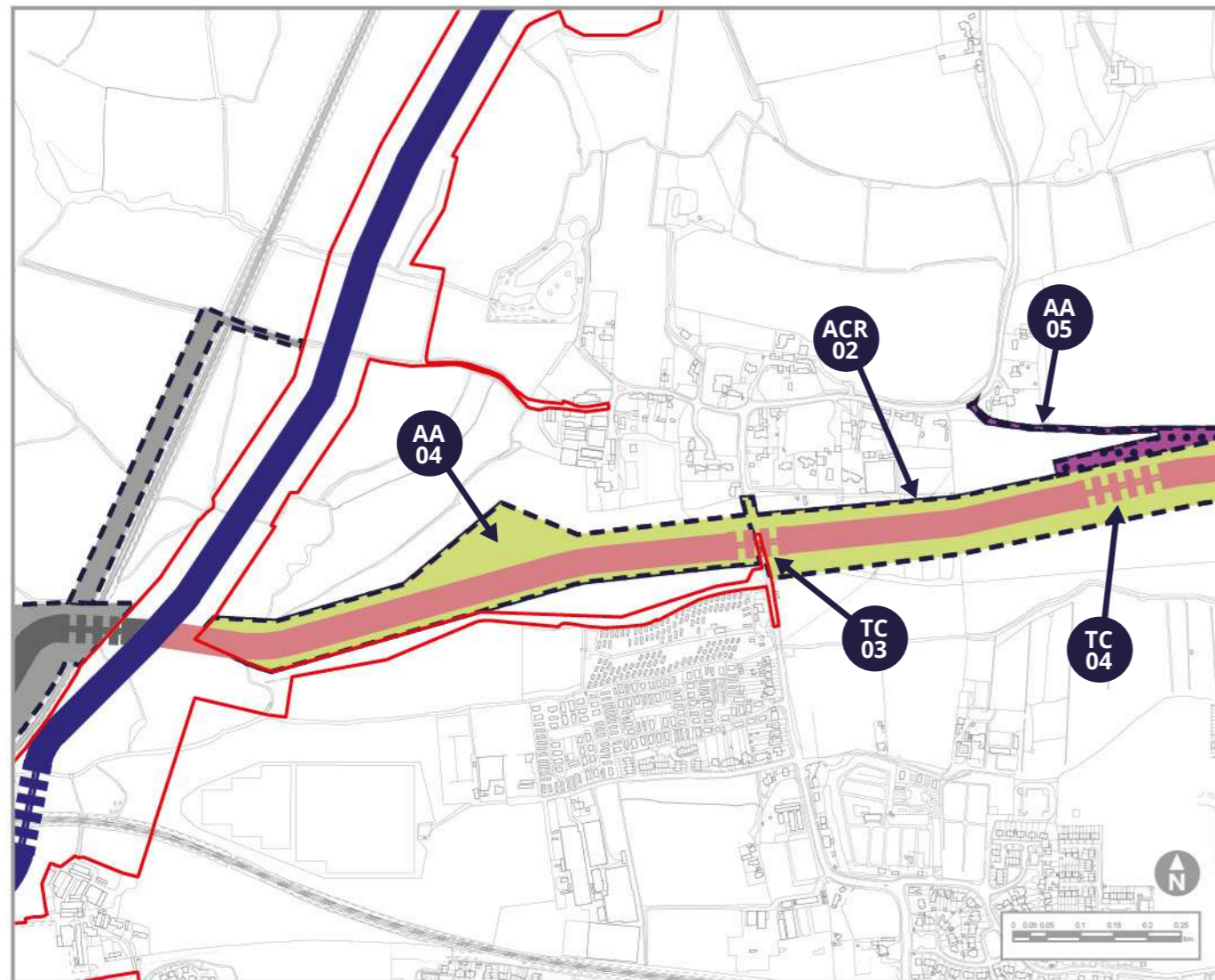
We've split this Area into 5 smaller Areas 2a to 2g. You can use the map below to figure out where you are most interested in and find out more on the following pages



KEY:

- | | | | |
|---|---|---|---|
|  | Our previous project boundary (from our summer 2021 consultation) |  | New indicative cable route & trenchless crossing points (see Area Maps for crossing points) |
|  | Our indicative cable route |  | New alternative accesses |
|  | Previously proposed trenchless crossing points |  | Route or change in another Area of this booklet |
|  | New areas for cable construction works | | |
- Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**

Area 2a: South of Lyminster



Alternative Cable Route ACR-02 & Alternative Access AA-04

ACR-02 has been introduced to avoid potential archaeological interests, specific agricultural issues and difficult or constrained working areas on our existing proposed route. AA-04 has been introduced to stay further away from Brookside Caravan Park when accessing our proposed cable route options to the west. AA-04 would sit in a similar area to ACR-02 from the west to the A284. AA-04 would only be taken forward if ACR-02 is not progressed.

Alternative Access AA-05

AA-05 would provide construction and operational access from the A284 Lyminster Road to ACR-02 and account for the future Lyminster Bypass.

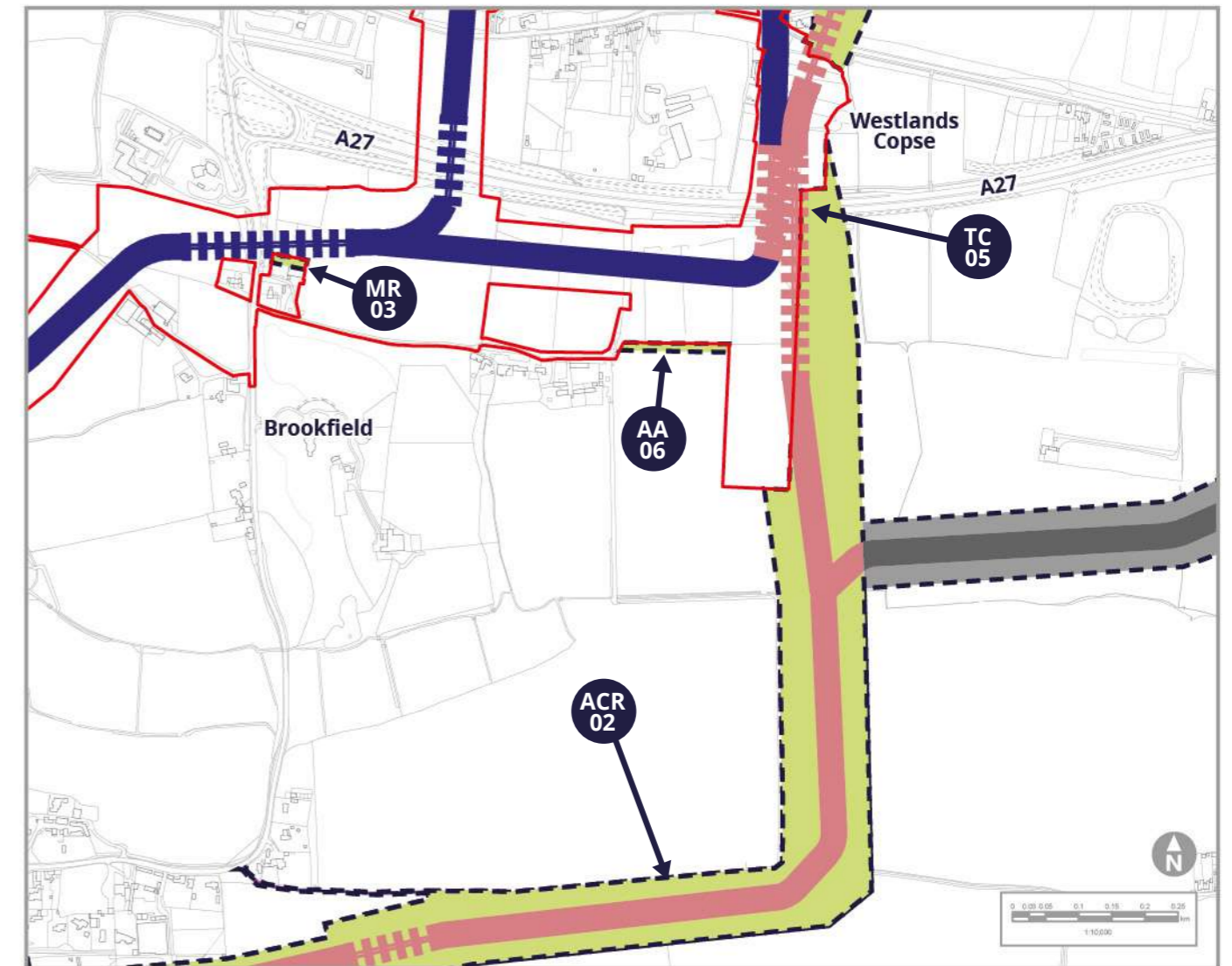
Trenchless Crossings TC-03 and TC-04

For ACR-02 we would need trenchless crossings TC-03, under the A284, and TC-04, under the proposed Lyminster bypass, which is a separate project expected to complete before Rampion 2.

Potential Environmental Impacts

AA-04, AA-05, TC-03 and TC-04, along with the western part of ACR-02, have all been considered together. These would involve crossing public rights of way, bridleways, hedgerows, recreational paddocks, be in the vicinity of residential buildings and affect a different landscape character area. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, social economic, air quality, noise and vibration, transport and historic environment (heritage) effects.

Area 2a: East of Lyminster



Alternative Access AA-06

AA-06 would provide operational access from the A284 Lyminster Road to ACR-02 along an existing track.

Trenchless Crossing TC-05

TC-05 is needed under the A27, whether we use our existing proposed cable route or our new potential alternative cable route ACR-02.

Modified Route MR-03

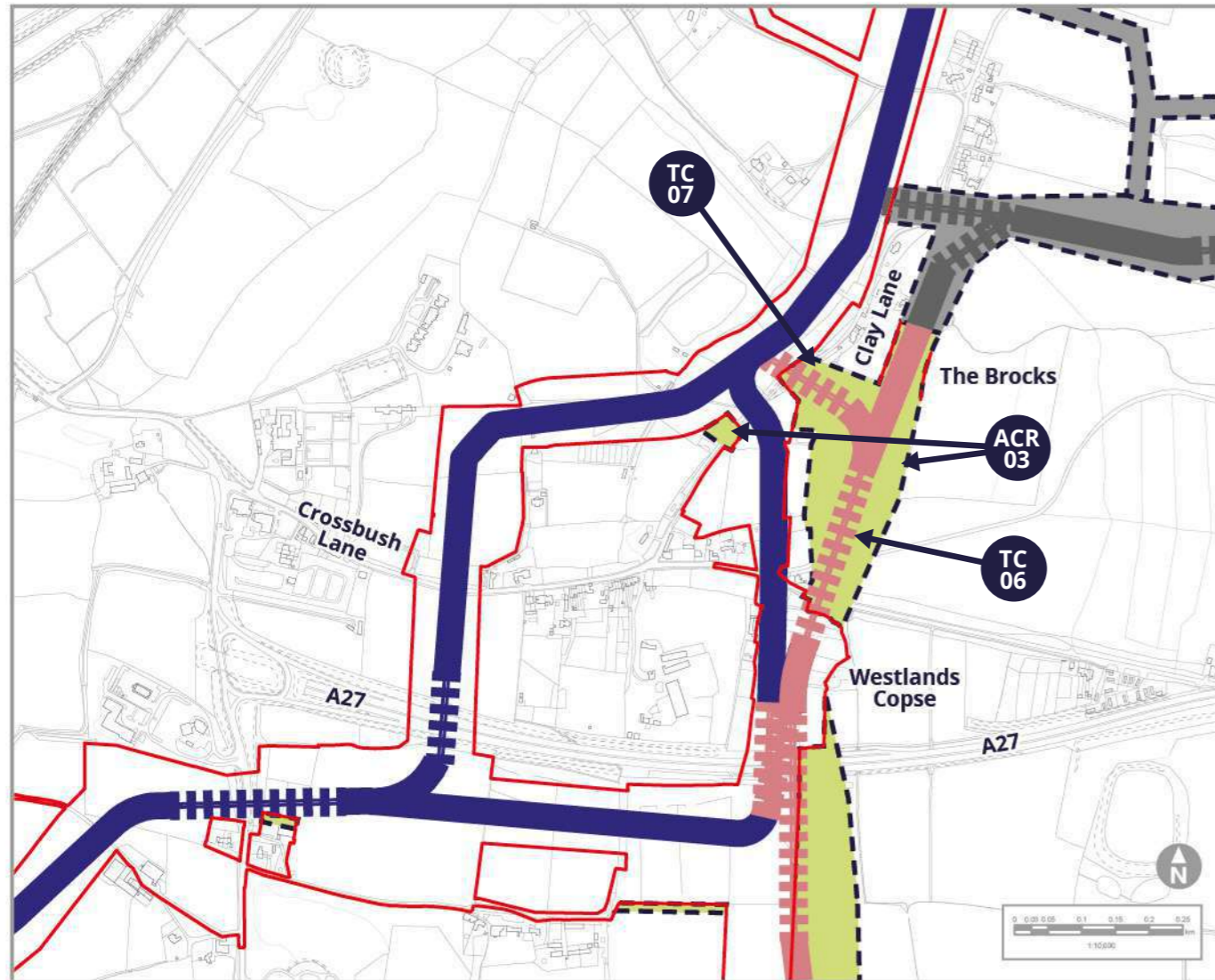
MR-03 is being included to allow for a change to the direction of the trenchless crossing under the A284, to avoid an area that has recently been granted planning permission for built development.

Potential environmental impacts

There are no associated new receptors or changes to impacts for MR-03 compared to those already identified in the 2021 consultation.

AA-06 and TC-05, along with the northern part of ACR-02, have all been considered together. These would involve crossing public rights of way, bridleways, hedgerows, recreational paddocks and be in the vicinity of residential buildings. As noted for the western part of ACR-02, These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, social economic, air quality, noise and vibration, transport and historic environment (heritage) effects.

Area 2b: East of Crossbush



Alternative Cable Route ACR-03

North of the A27, the original eastern cable route option would cross a gas pipeline, which must be done as close to 90 degrees as possible. ACR-03 has therefore been identified, which takes the cable route further east so that it can cross at a better angle. ACR-03 also includes a small area to the west to support construction.

Trenchless Crossings TC-06 and TC-07

ACR-03 moves into an area of designated Ancient Woodland, which means trenchless crossing TC-06 is required under Crossbush Lane and the western edge of the woodland. Trenchless crossing TC-07 is required under Clay Lane and the gas pipeline.

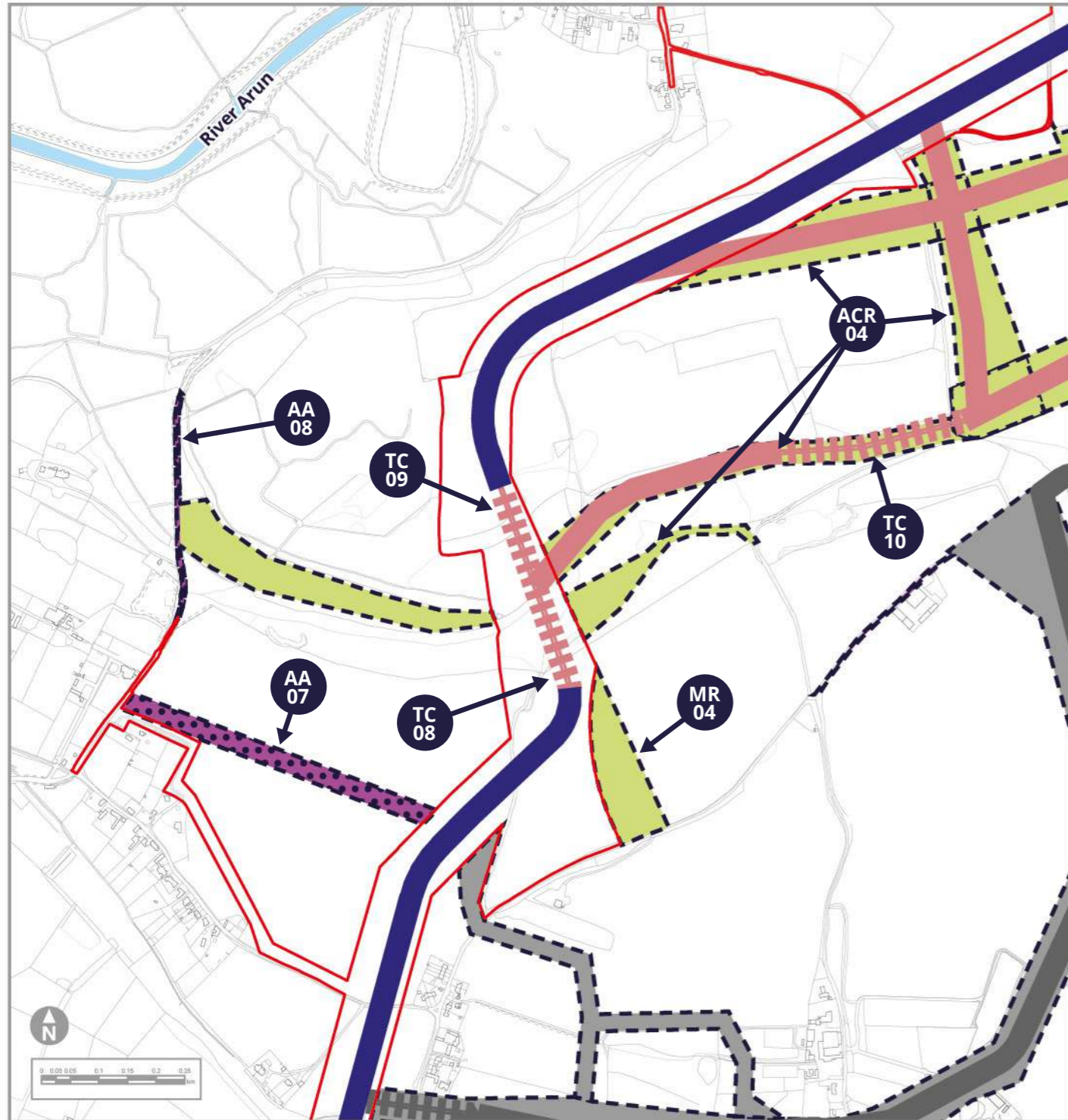
Potential Environmental Impacts

ACR-03, TC-06 and TC-07 have been considered together. TC-06 would run under a replanted Area of Ancient Woodland and a Local Wildlife Site known as Poling Copse. Hedgerows are present within ACR-03 that are linked directly with ponds. One public right of way is crossed by the route and is in an area that is of interest

to archaeologists (an Area of Archaeological Notification (ANA)). These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, social economic, transport and historic environment effects.



Area 2c: Near the Warningcamp Hill to New Down Local Wildlife Site



Alternative Accesses AA-07 and AA-08

AA-07 and AA-08 would be required from Burpham Road to reach TC-08 and TC-09 and minimise interaction with an environmental stewardship scheme. They would require new stone roads to be installed. AA-08 would be retained for the operational life of the wind farm.

Modified Route MR-04

MR-04 has been added just east of our original cable route to allow space to achieve trenchless crossing TC-08 in the valley at the Warningcamp Hill to New Down Local Wildlife Site.

Trenchless Crossings TC-08 and TC-09

TC-08 (south side) and TC-09 (north side) would allow us to drill on either side of the valley and have been introduced to significantly reduce impacts on the Warningcamp Hill to New Down Local Wildlife Site and chalk grassland, which is a sensitive and rare habitat in Sussex.

Alternative Cable Route ACR-04 and Trenchless Crossing TC-10

ACR-04 includes many different potential routes where our cable would head east from the Warningcamp Hill to New Down Local Wildlife Site. We would only require one final route for our cables but might join these options up in different ways. ACR-04 also continues into Area 2d, so make sure you check out the proposals on the following pages as well.

To the east of TC-10, route ACR-04 could continue along the valley floor parallel to the Monarch's Way (see Area 2d on the next page). Alternatively it could head north to rejoin our original proposed route on the north side of the valley.

One option on ACR-04 would leave our original route at the base of the valley north of TC-08, in a northeasterly direction along the route of the Monarch's Way public right of way. This means that during construction the Way would need to be temporarily diverted. This option would require a further trenchless crossing TC-10 where it would otherwise run through Ancient Woodland in a narrower stretch of the Monarch's Way.

Lastly, in this Area, ACR-04 could also peel off our existing proposed cable route after the bend north of TC-09 to join up with other ACR-04 options.

The area of ACR-04 which does not show an indicative cable route has been included to allow for a diversion of the route of the Monarch's Way.

Remember, ACR-04 continues east onto Area 2d, so please go on to the next page.

Potential Environmental Impacts

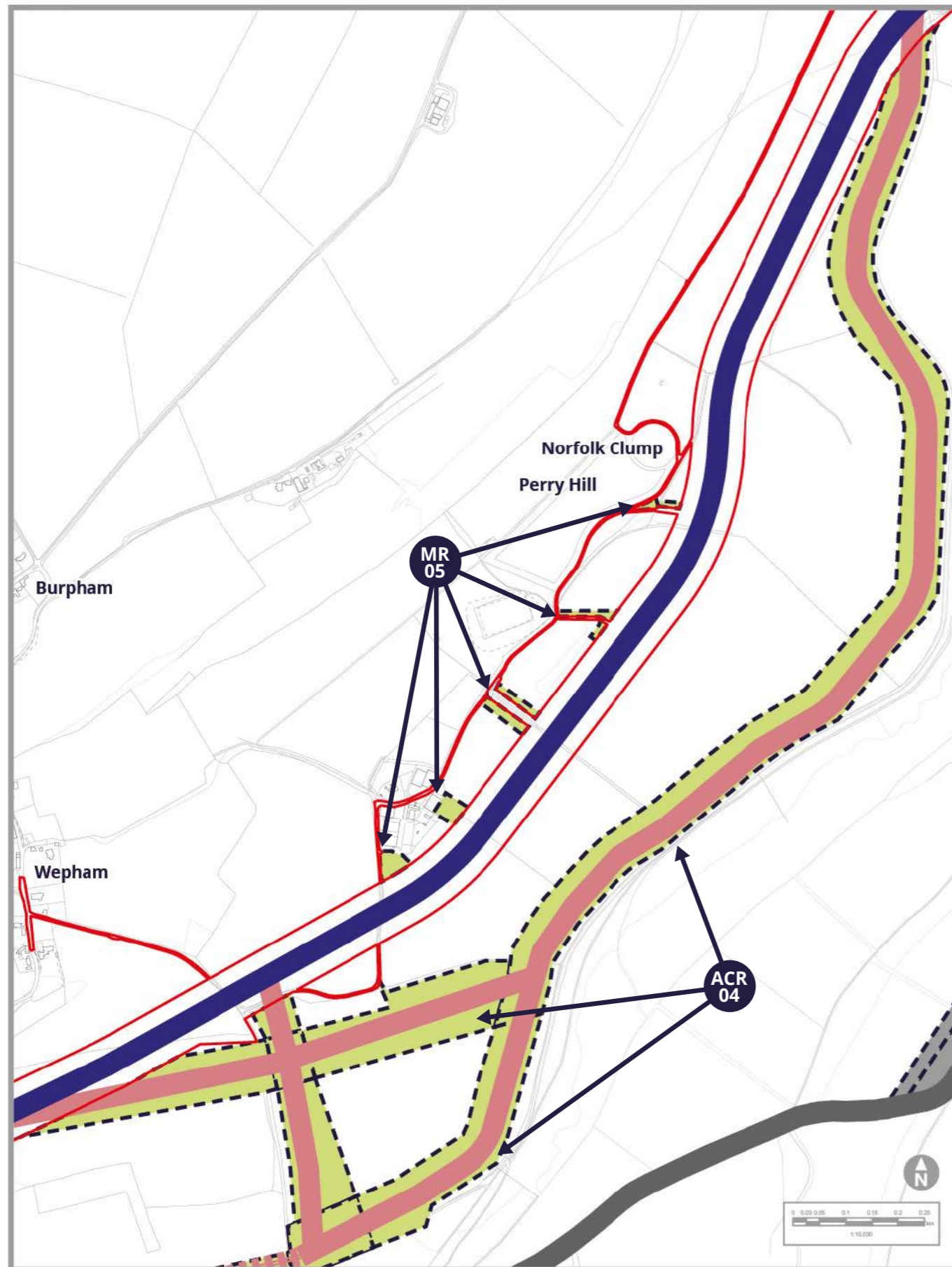
MR-04 does not introduce any new receptors or changes in effects compared to those identified in the 2021 consultation.

TC-10 would pass under the root protection zone of an Ancient Woodland (the Knoll).

ACR-04 and its associated trenchless crossings (TC-08, TC-09 & TC-10) and Alternative Accesses (AA-07 & AA-08) would impact on heritage assets, public rights of way and an aquifer.

These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, traffic, noise and vibration, ecology and nature conservation, historic environment (heritage) and water environment effects.

Area 2d: Southeast of Wepham to Wepham Down



Alternative Cable Route ACR-04

ACR-04 would continue eastwards from Area 2c along two potential routes which quickly join together to run near the base of the valley.

Running near the valley floor, ACR-04 would be parallel to the Monarchs Way public right of way. ACR-04 has been included here to steer away from the middle of the fields to reduce impacts on a local shooting business and an extensive private nature conservation project (the "Peppering Project"). ACR-04 would continue northeast adjacent to the Monarchs Way until it merges with our original proposed cable route at Wepham Down.

Modified Route MR-05

MR-05 covers several areas that would extend the width of our previously proposed accesses. This would be to facilitate better field access for construction vehicles to feed cables under hedgerows. These modifications have been included to reduce disturbance to hedgerows in the Peppering Project and to a commercial business.

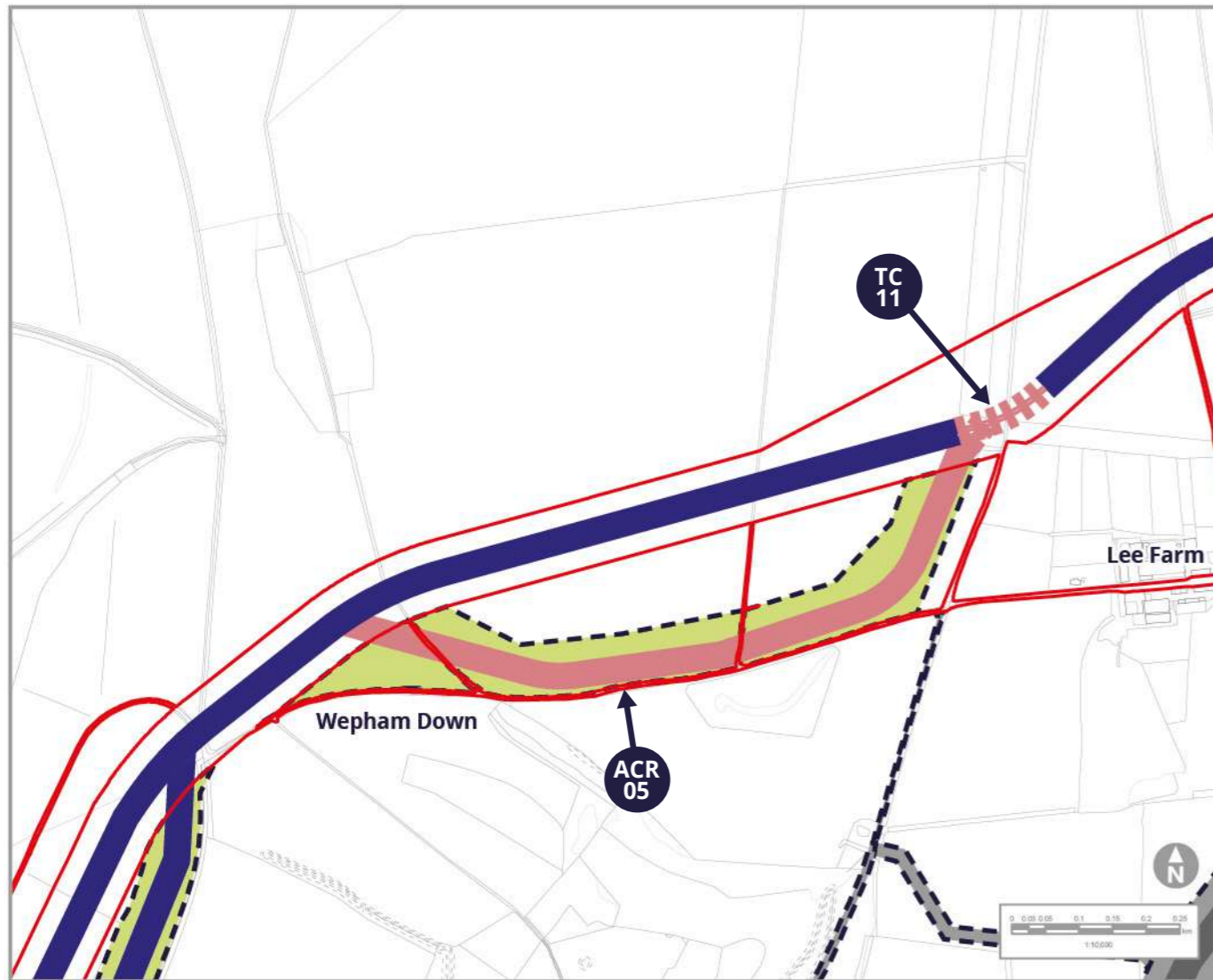
Potential Environmental Impacts

ACR-04 and its associated trenchless crossings (TC-08, TC-09 & TC-10) and Alternative Accesses (AA-07 & AA-08) on the previous pages have been identified in our PEIR SIR as either affecting new, or with the potential for a change to receptors, in relation to socio-economic, traffic, noise and vibration, ecology and nature conservation, historic environment (heritage) and water environment effects.

There are no new receptors for MR-05 compared to those already identified in the 2021 consultation.

Tell us what you think. Do you have other things you want to highlight to us?

Area 2e: Wepham Down to Lee Farm



Alternative Cable Route ACR-05

From Wepham Down, ACR-05 has been introduced to provide a potential alternative route to the south of our original proposal, skirting around the southern edge of the field boundary to protect the Beetlebank Environmental Stewardship Scheme. This alternative would retain a 25m buffer to an adjacent area of Ancient Woodland, to protect the root system.

Trenchless Crossing TC-11

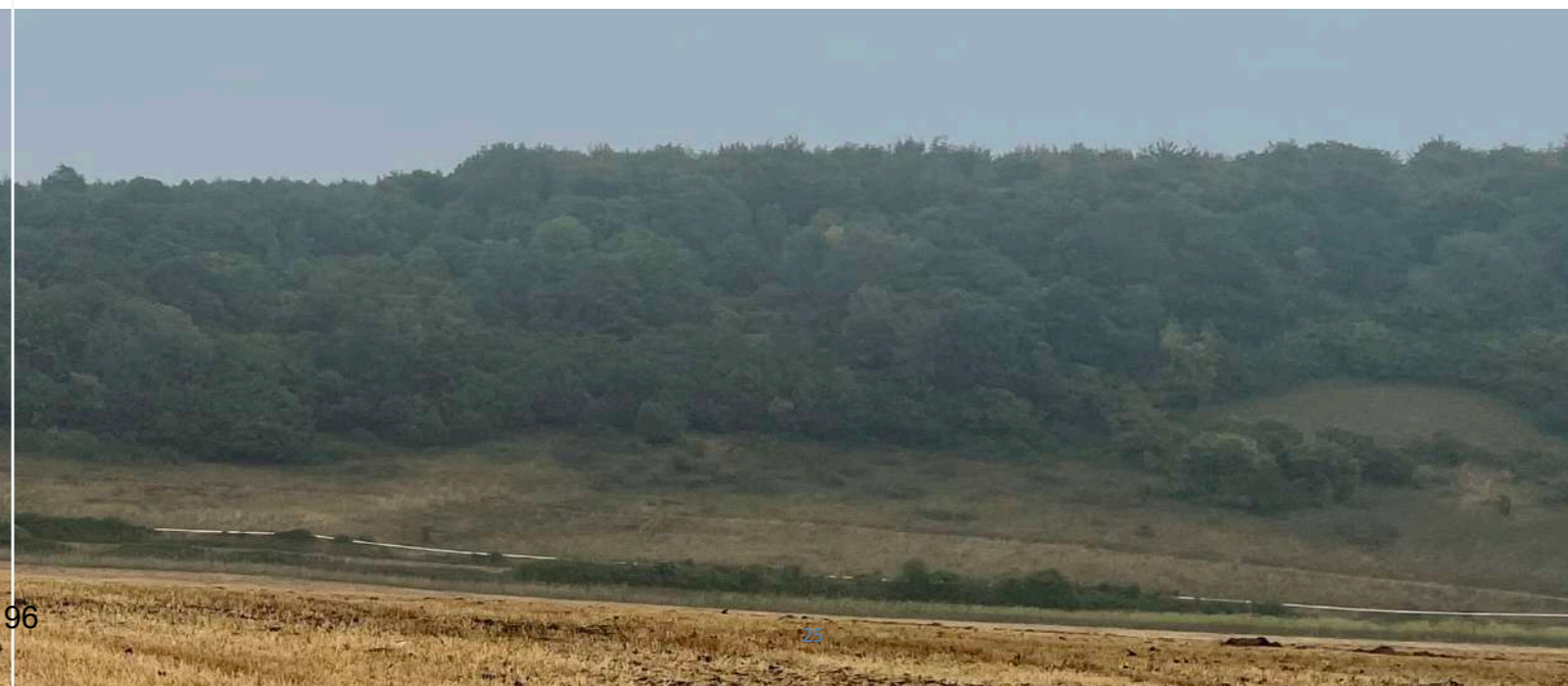
On our original proposed route, just east of where ACR-05 would rejoin if used, we have introduced a proposed trenchless crossing TC-11. This is to pass under a woodland area that is related to a nearby Special Area of Conservation. This means we could help protect the qualities for which the area has been designated.

Potential Environmental Impacts

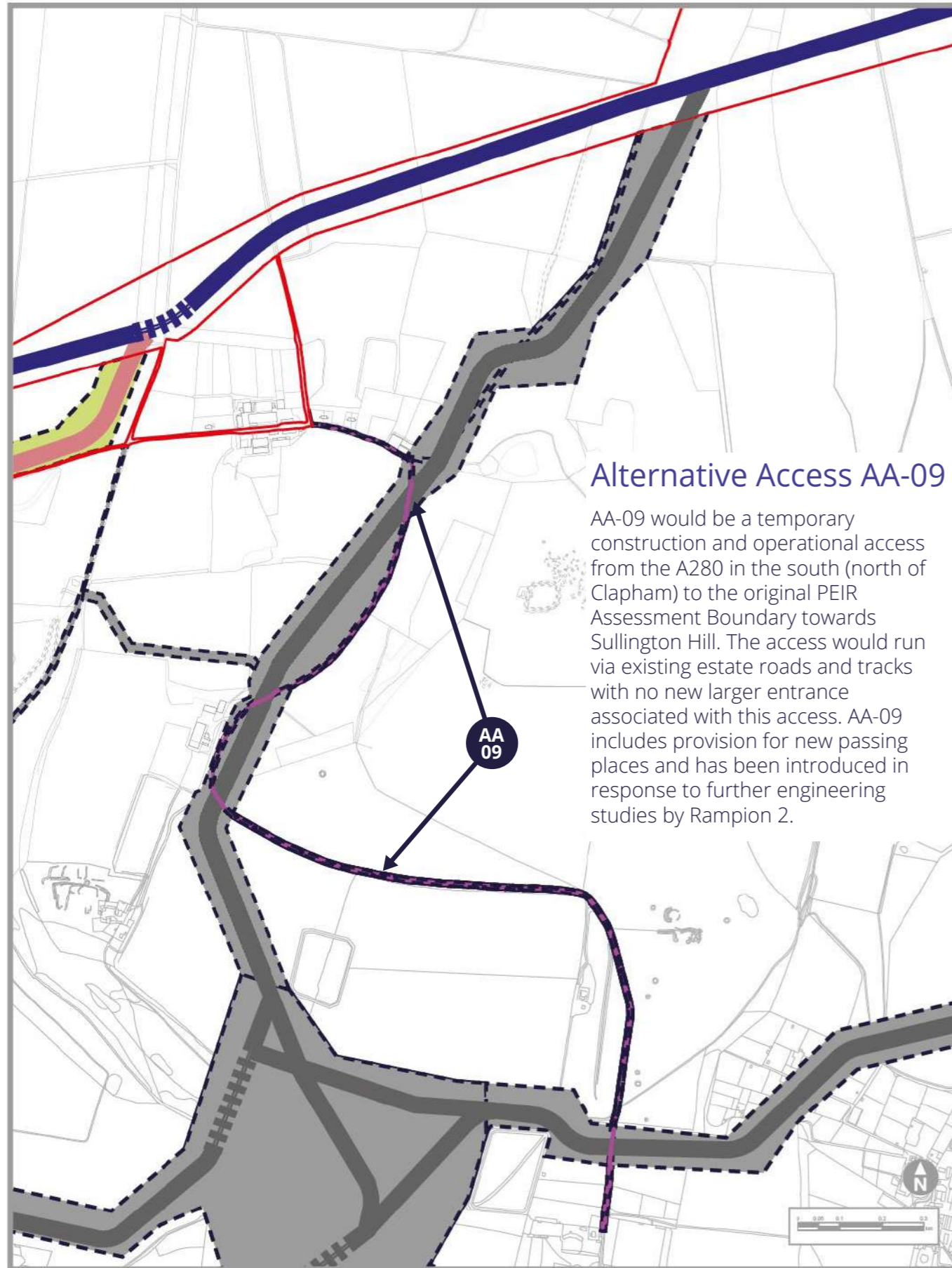
ACR-05 introduces the need for assessment of a new bridleway at Barpham Hill and a former medieval leper settlement, which is a site of historic interest.

These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio economic, transport and historic environment (heritage) effects.

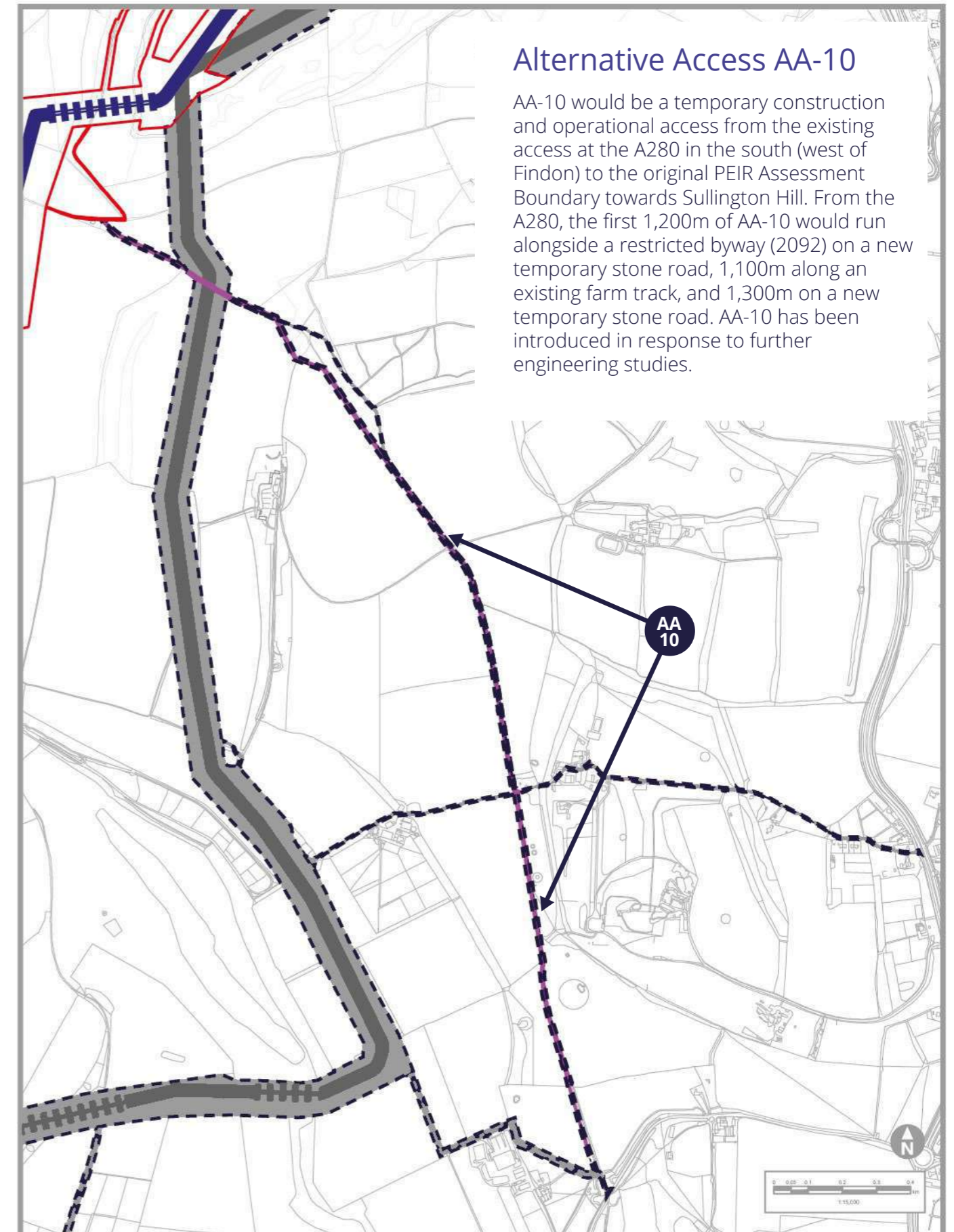
Tell us what you think. Do you have other things you want to highlight to us?



Area 2f: Eastern accesses to Area 2



Area 2g: Eastern accesses to Area 2



Area 3

Crossbush to Michelgrove (Central Route)

This area considers just **one Longer Alternative Cable Route (LACR-02)** from Crossbush to Michelgrove, and its associated accesses. We have identified this LACR and another one further east as longer routes, since they go further from our original proposed route than what we have referred to as Alternative Cables Routes.

We refer to this route as LACR-02, running through Areas 3a and 3b. We said at the start of our project that we would keep a buffer to Ancient Woodland and never remove it, as national Government policy provides strong protection for it. However, when we were considering a cable route through this area, we received responses from South Downs National Park Authority, Natural England and the Forestry Commission, suggesting that we should include the route for consultation so that everyone could have their say

about it. This will allow consultees to consider whether they think that the limited removal of Ancient Woodland in the eastern part of Area 3a may be justified to avoid going through the "Peppering" environmental project to the northwest.

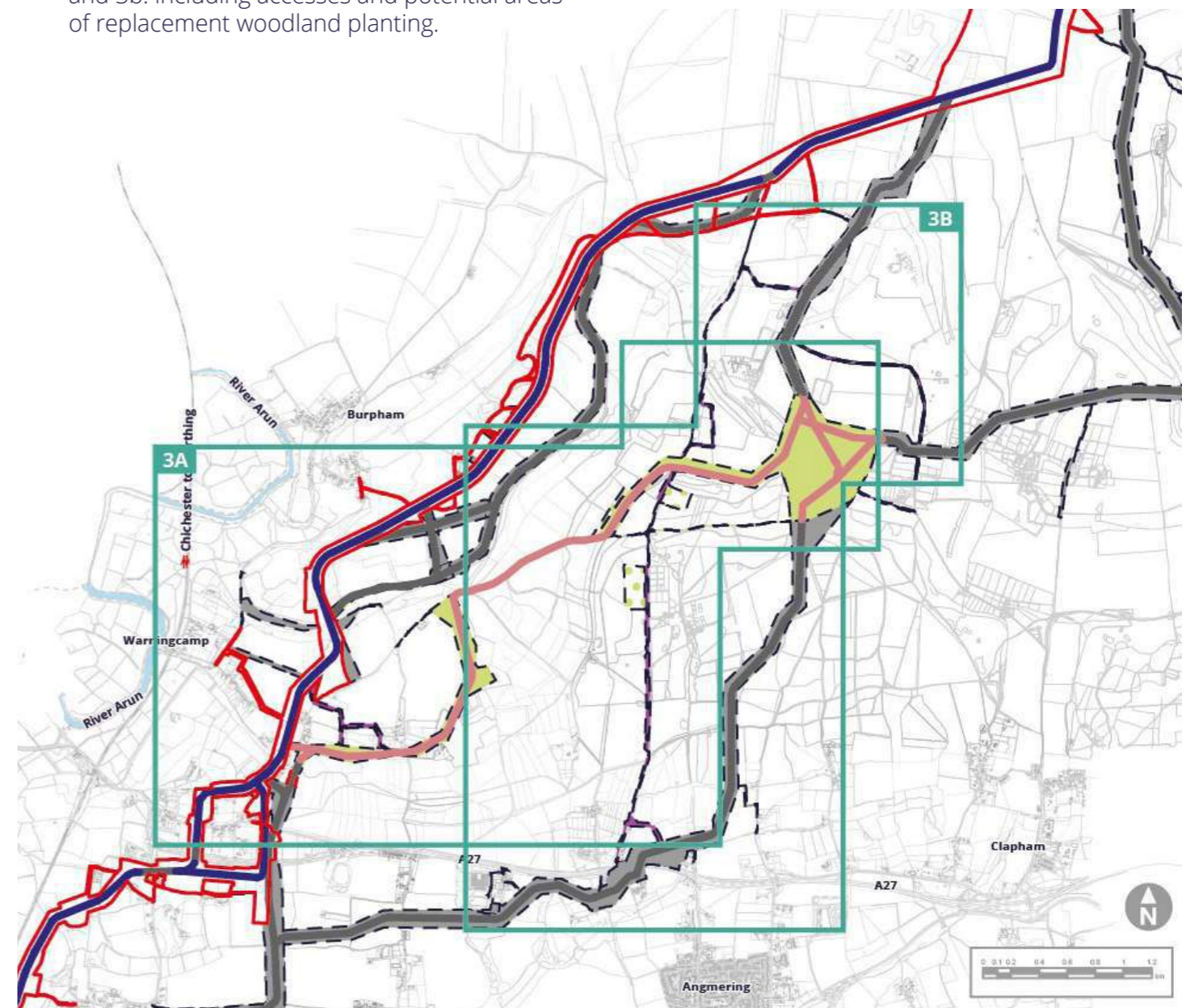
We will only make a decision on whether to consider LACR-02 any further once we have responses to this and all other potential alternatives and modifications from our consultation.

Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.








Our Environmental Assessment of Crossbush to Michelgrove

On the following pages you can read about our preliminary assessment of LACR-02 in Area 3. We believe that effects presented in our PEIR from summer 2021 will change for landscape and visual, socio economics, soils and agriculture, water environment and ecology as a result of introducing this route.

We've split this Area into 2 smaller Areas 3a and 3b, including accesses and potential areas of replacement woodland planting.



KEY:

-  Our previous project boundary (from our summer 2021 consultation)
 -  Our indicative cable route
 -  Previously proposed trenchless crossing points
 -  New areas for cable construction works
 -  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
 -  New alternative accesses
 -  Route or change in another Area of this booklet
- Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**

Area 3a: Our new “central route” LACR-02 from Crossbush

Longer Alternative Cable Route LACR-02

LACR-02 starts to the west at one of 3 locations between the A27 and Crossbush Lane. We use a number of trenchless crossings to pass under Crossbush Lane so that we don't stop traffic and then to avoid Ancient Woodland at TC-30. We would access this stretch from the north via our cable route or AA-28. After heading north through agricultural land, we would turn sharply to the east and run along an existing private estate road. Going through this area requires us to remove some commercial plantation trees that are on Ancient Woodland soils either side of the estate road. Whilst we have previously said we would avoid Ancient Woodland removal wherever possible, you can read why we are considering this route in the introduction to Area 3 on earlier pages.

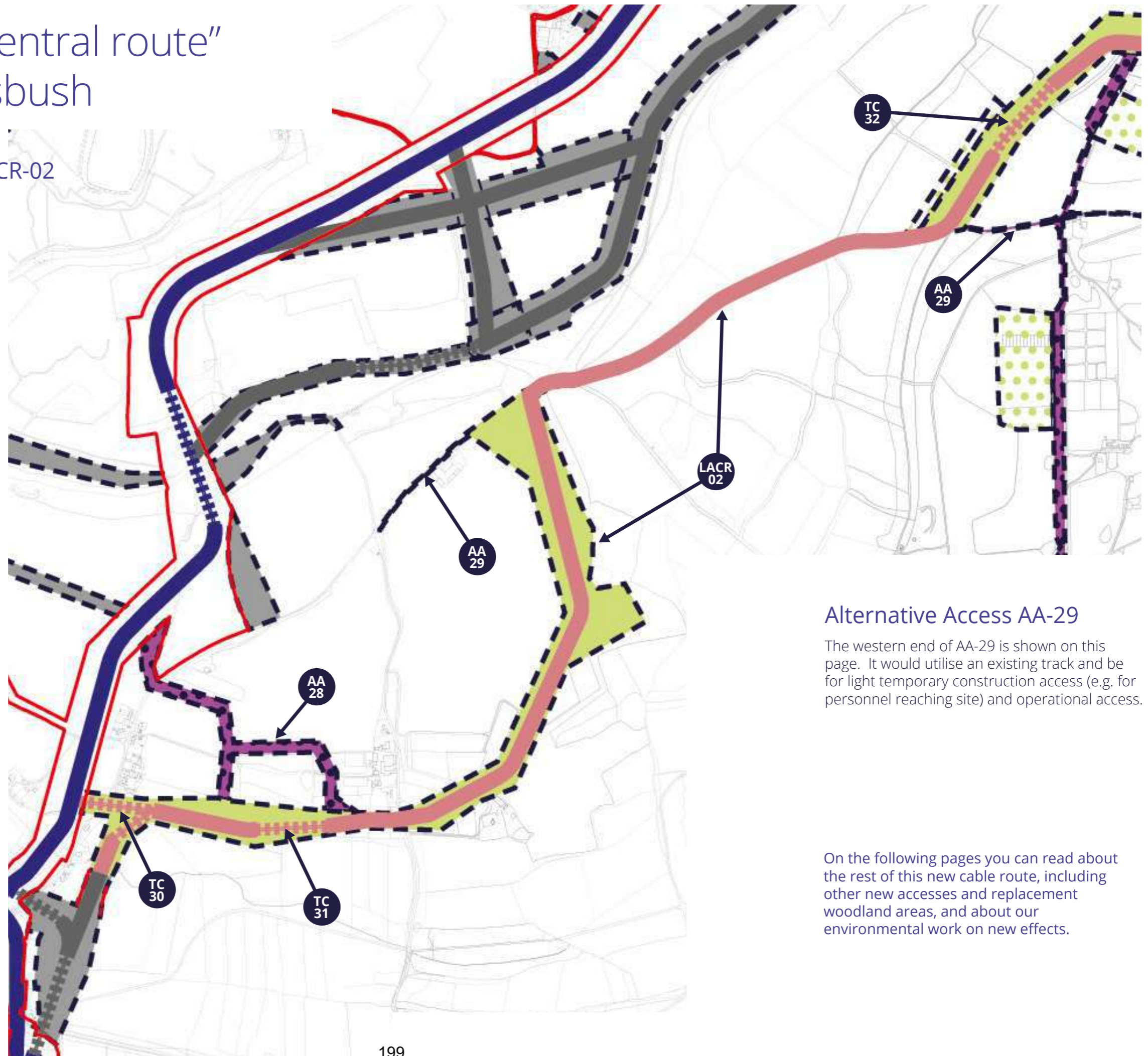
The distance through the Ancient Woodland is too long and narrow for us to drill, which is why we would have to cut some trees down. This area would be more complex and take longer for to build due to the narrow width. It would also conflict with the Monarch's Way for that stretch which would need to be temporarily diverted.

Alternative Access AA-28

AA-28 would provide light construction (e.g. for site investigation works) and operational access from Blakehurst lane, running along an existing private estate track.

Trenchless Crossings TC-30, TC-31 & TC-32

TC-30 would be approximately 100m in length to pass under mature trees that are connected to Ancient Woodland further south. TC-31 would be approximately 125m in length pass under ancient Woodland to the west of Blakehurst Lane. TC-32 would be approximately 200m in length to avoid Ancient Woodland

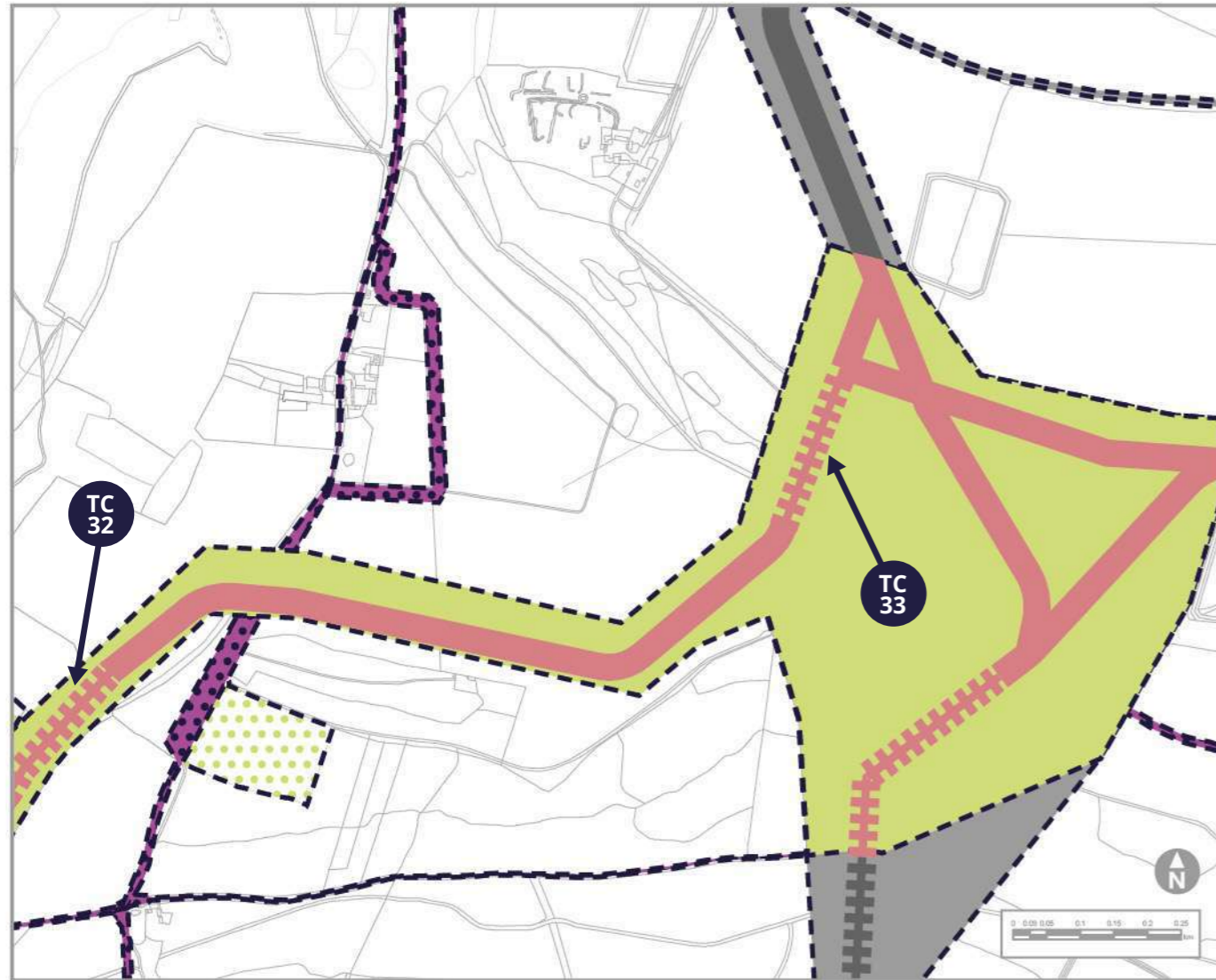


Alternative Access AA-29

The western end of AA-29 is shown on this page. It would utilise an existing track and be for light temporary construction access (e.g. for personnel reaching site) and operational access.

On the following pages you can read about the rest of this new cable route, including other new accesses and replacement woodland areas, and about our environmental work on new effects.

Area 3a: Our new “central route” LACR-02 continued



Longer Alternative Cable Route LACR-02 and Trenchless Crossings TC-32 and TC-33

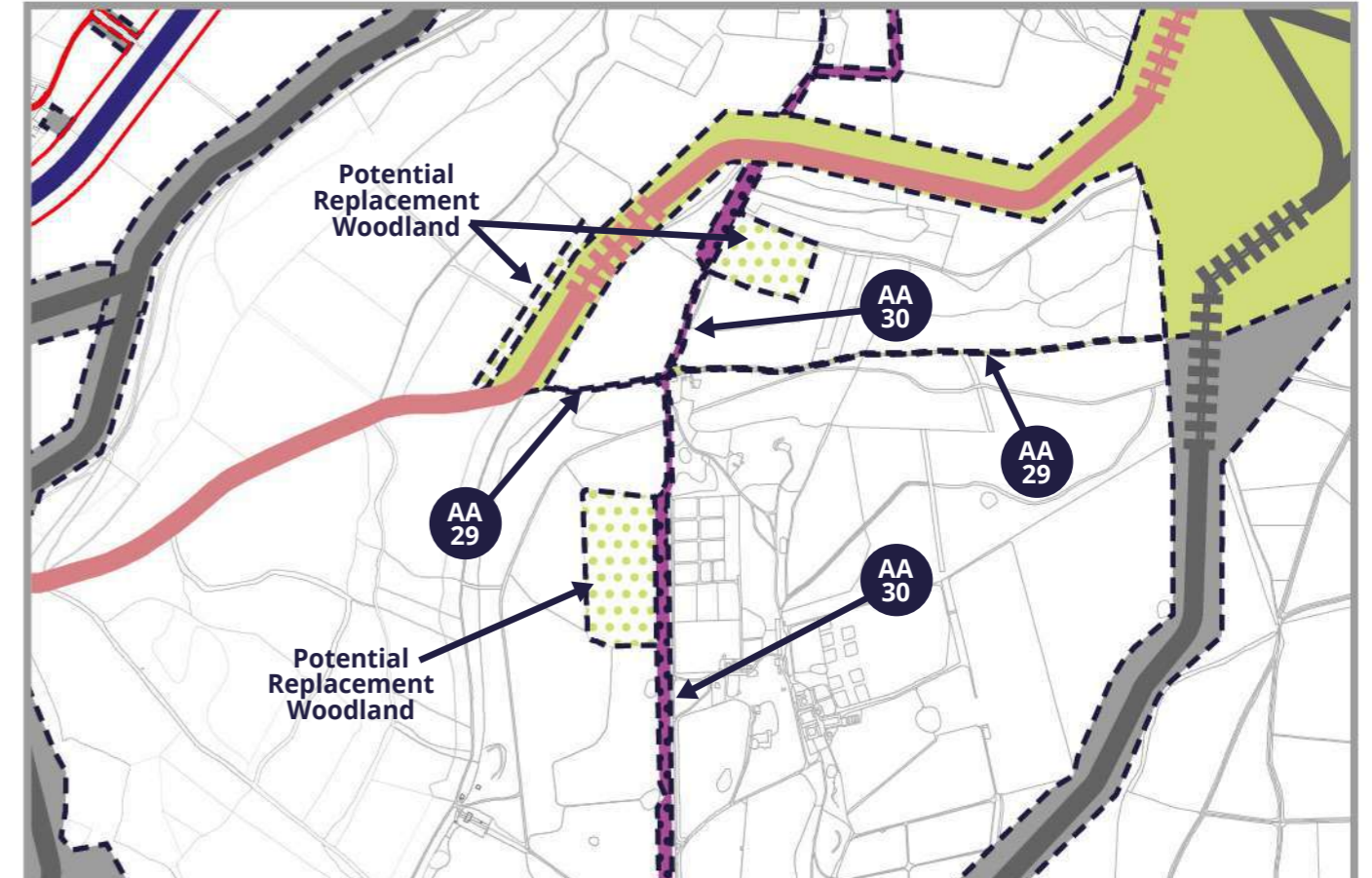
LACR-02 continues from the west through agricultural land with a trenchless crossing TC-32 under Ancient Woodland, a crossing of Angmering Park road with open trenching, and Trenchless Crossing TC-33 on steep ground. A large area is provided to meet other cable options in the east, as this is an area of “karst features”. This means that the chalk below has a lot of cracks and we will need to be careful with the exact location of our final cable route and how we construct it.

Replacement Woodland Areas

If LACR-02 is selected we will provide compensation for the loss of Ancient Woodland. This is likely to take the form of replacement planting in three area areas. We would plant more trees than we remove.

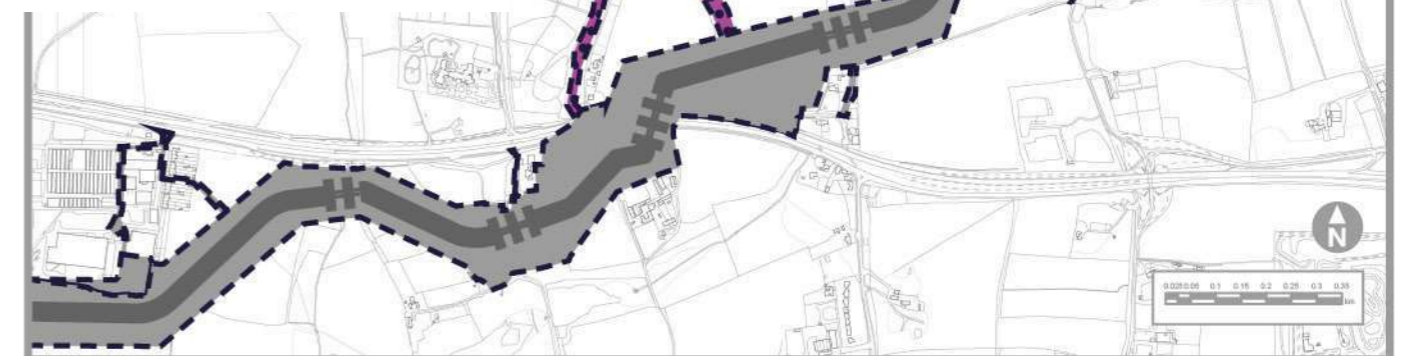
You can see proposed locations for this planting on the opposite page.

Area 3b: Other accesses and woodland for LACR-02

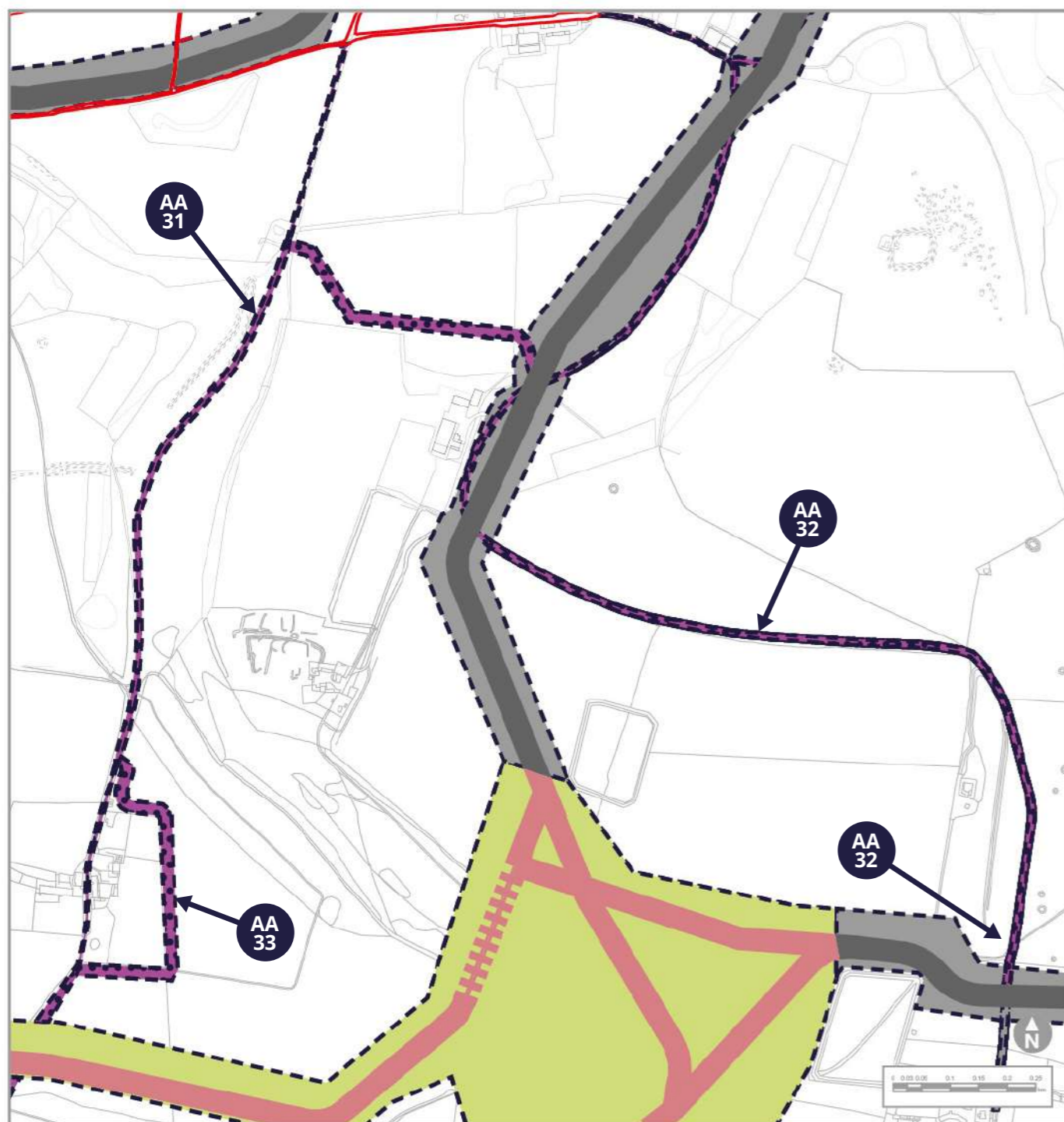


Alternative Access AA-29 and AA-30

Light construction and operational access AA-29 would be along an existing track. AA-30 would be a connection from the south along Angmering Park Road which is reached off the A27 Arundel Road. It would be for temporary construction and operational access until it meets AA-29. The woodland clearing further north would be reached for operational access only via a short section of the same estate road.



Area 3b: Other accesses and woodland for LACR-02



Alternative Access AA-31

AA-31 would be a temporary construction and operational access along a new temporary stone road south of Lee Farm Copse and would join up with an existing farm track running south up to Barpham Hill. AA-31 might have passing places or other upgrades if needed. A temporary stone road construction access runs would also run for approximately 600m to the east of Upper Barpham Farm before joining back to the existing farm track to join LACR-02.

Alternative Access AA-32

AA-32 would use the existing Michelgrove estate track with the potential for new passing places. A temporary stone construction access would run for approximately 600m east of Upper Barpham Farm before joining an existing farm track.

Potential Environmental Impacts

LACR-02 introduces the potential for new effects on the environment, which are assessed in our PEIR SIR.

During the construction period, some bridleways and footpaths will need to be diverted or temporarily interrupted, including the Monarchs Way, albeit for a limited duration.

The route would pass through the South Downs National Park, and four Landscape Character Areas. The route would also pass through seven hedges or treebelts, which we will replant afterwards.

This alternate route and accesses will introduce new potential receptors into proximity in respect of air quality. Different homes nearby would also have the potential to be affected by noise and vibration caused by construction or construction traffic. This route may affect individual roads differently from our previous assessment in a limited way.

Much of this proposed alternate cable route passes along an existing access track through Wepham Woods. The width of our cable corridor means that around 1ha of plantation trees on ancient woodland soils would need to be felled. We would provide replacement woodland planting areas. There would also be more limited tree loss at the Warningcamp Hill to New Down Local Wildlife Site. Elsewhere, the route passes through arable fields similar to those already assessed in our previous consultation.

The route would also affect woodland soils due to routing through Wepham Wood, and would result in the loss of agricultural land to compensatory tree planting. Our research has not shown any new sources of ground contamination along this route.

There are no standing historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods of time. If this route is selected, we would undertake further site surveys to help us plan how to address anything we might encounter.

At this stage, we have some concerns about the potential for fluid from our trenchless crossings to contaminate groundwater, due to fractures within the chalk bedrock in this area. Therefore if this route was selected, we would commit to undertake an established detailed process called a Hydrological Risk Assessment to establish ways to minimise potential effects.

All of the above receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, landscape and visual, soils and agricultural, ecological and water environment effects.

Area 4

Lyminster to Sullington Hill (Eastern Route)

This Area considers just **one Longer Alternative Cable Route (LACR-01)** from Crossbush to Sullington Hill, and its associated accesses. We have identified this LACR and another one to its west as longer routes, since they go further from our original proposed route than what we have referred to as Alternative Cables Routes.

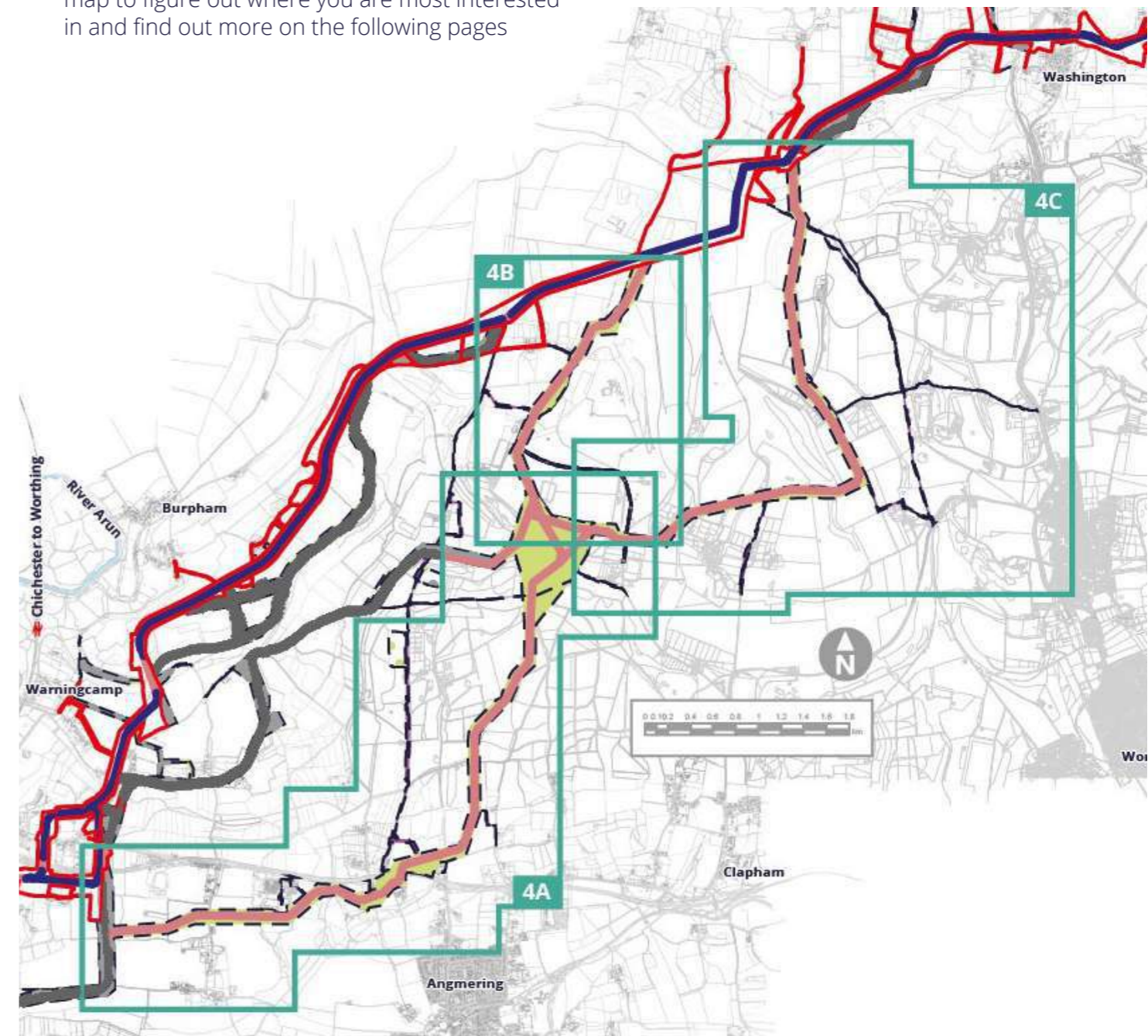
We refer to this route as LACR 1. However, you can see from the map on the next page that it splits into two further options as it heads north. In our environmental documents we have referred to the southern section as LACR 1a, the north western section as LACR1b and the north eastern section as LACR 1c.

Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.








Our Environmental Assessment of the "eastern route" from Crossbush to Sullington Hill

On the following pages you can read about our preliminary assessment of LACR-01 in Area 4. We believe that effects presented in our PEIR from summer 2021 will change for landscape and visual, socio economics and water environment as a result of introducing this route.

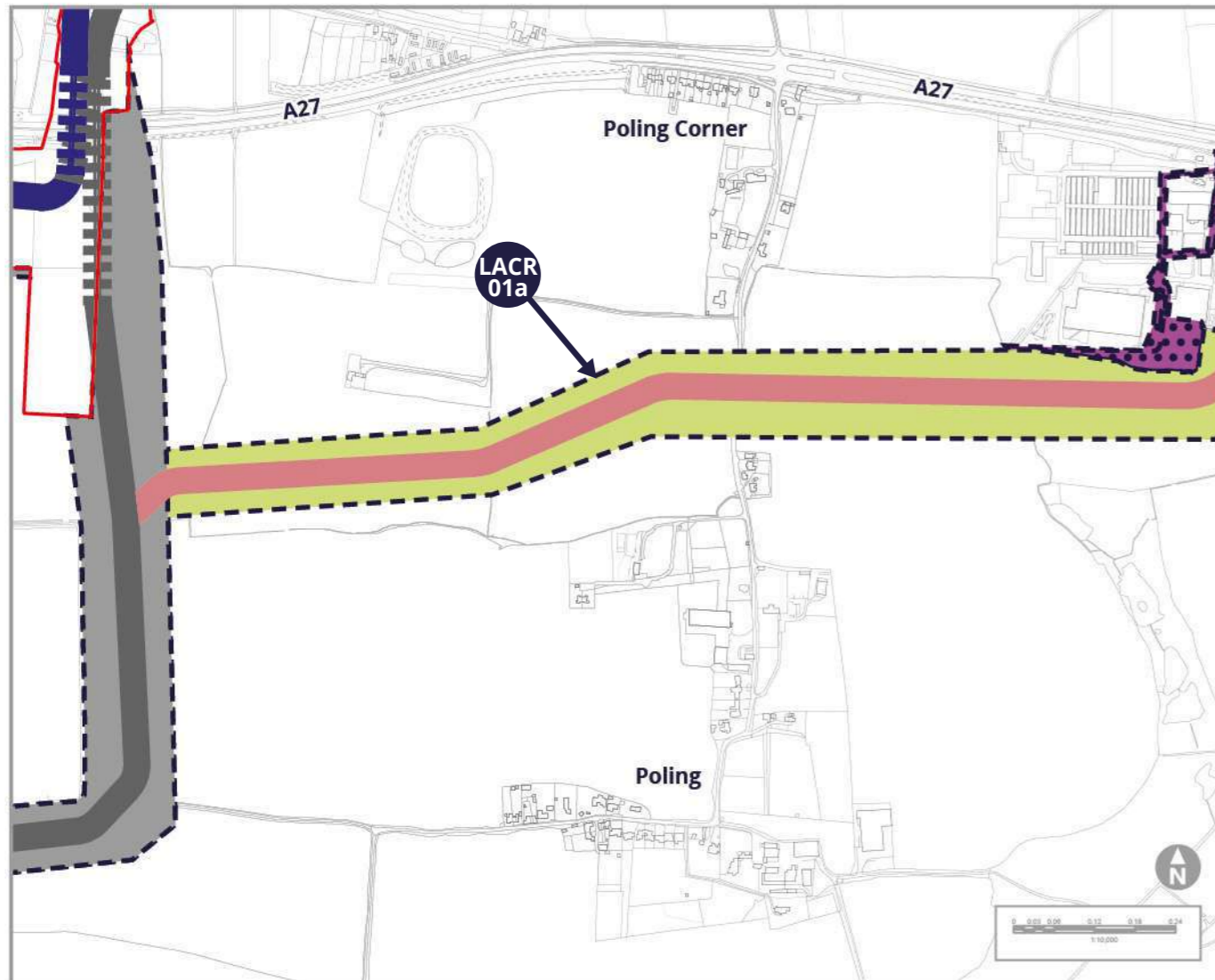
We've split this Area into 4 smaller Areas 4a to 4d, including potential accesses. You can use the map to figure out where you are most interested in and find out more on the following pages



KEY:

-  Our previous project boundary (from our summer 2021 consultation)
 -  Our indicative cable route
 -  Previously proposed trenchless crossing points
 -  New areas for cable construction works
 -  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
 -  New alternative accesses
 -  Route or change in another Area of this booklet
- Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**

Area 4a: Our new route LACR-01a



Longer Alternative Cable Route LACR-01a

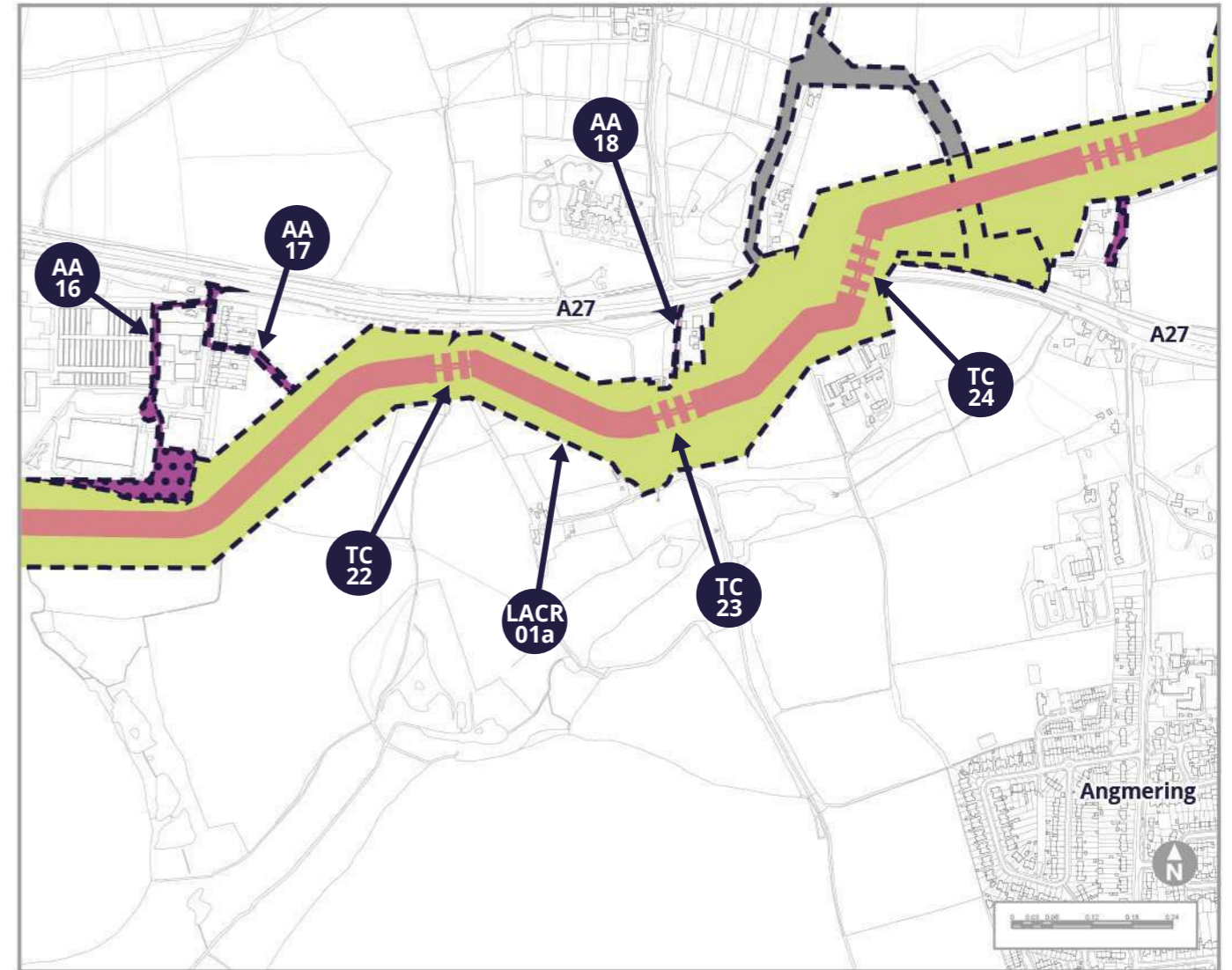
On the following pages you can read about the first part of our Longer Alternative Cable Route LACR-01. Our LACR-01 would split in two to take two potential routes when it gets much further north. If LACR-01 is ultimately chosen over other routes that we are considering, we would only need one of these two potential routes. We've called the southern part of route LACR-01a, before it splits into two routes much further north LACR01b and LACR-01c.

LACR-01a starts by leaving from an Alternative Cable Route ACR-02 which we are also

consulting on. You can read about ACR-02 in the Area 2 part of this Consultation Booklet. This means that if we chose LACR-01 for our final cable route, then would also need to use the majority of ACR-02. Therefore, in our consideration of the environmental effects of LACR-01, we have also considered the effect of the relevant part of ACR-02.

After leaving ACR-02, route LACR-01a, would firstly run eastwards across agricultural land where it is reached via Alternative Accesses that you can read about on the next page (AA-16, AA-17 & A-18). As it heads east it would cross Poling Street in open trench, where two operational accesses would be created directly into the footprint of LACR-01a.

Area 4a: Our new route LACR-01a



Alternative Accesses AA-16 & AA-17

In addition to construction and operational accesses being created from the new Lyminster Bypass further west, we would also require AA-16 and AA-17 through the Vinery Industrial Estate. AA-16 would be for temporary construction access, whilst AA-17 would start at the same point but run east of Lillian Terrace to become an operational access.

Alternative Access AA-18

AA-18 would be used for construction or operational access at the Decoy Lane crossing point. AA-18 would be via an existing entrance from Decoy Lane, although this may need some improvement so that we could use it.

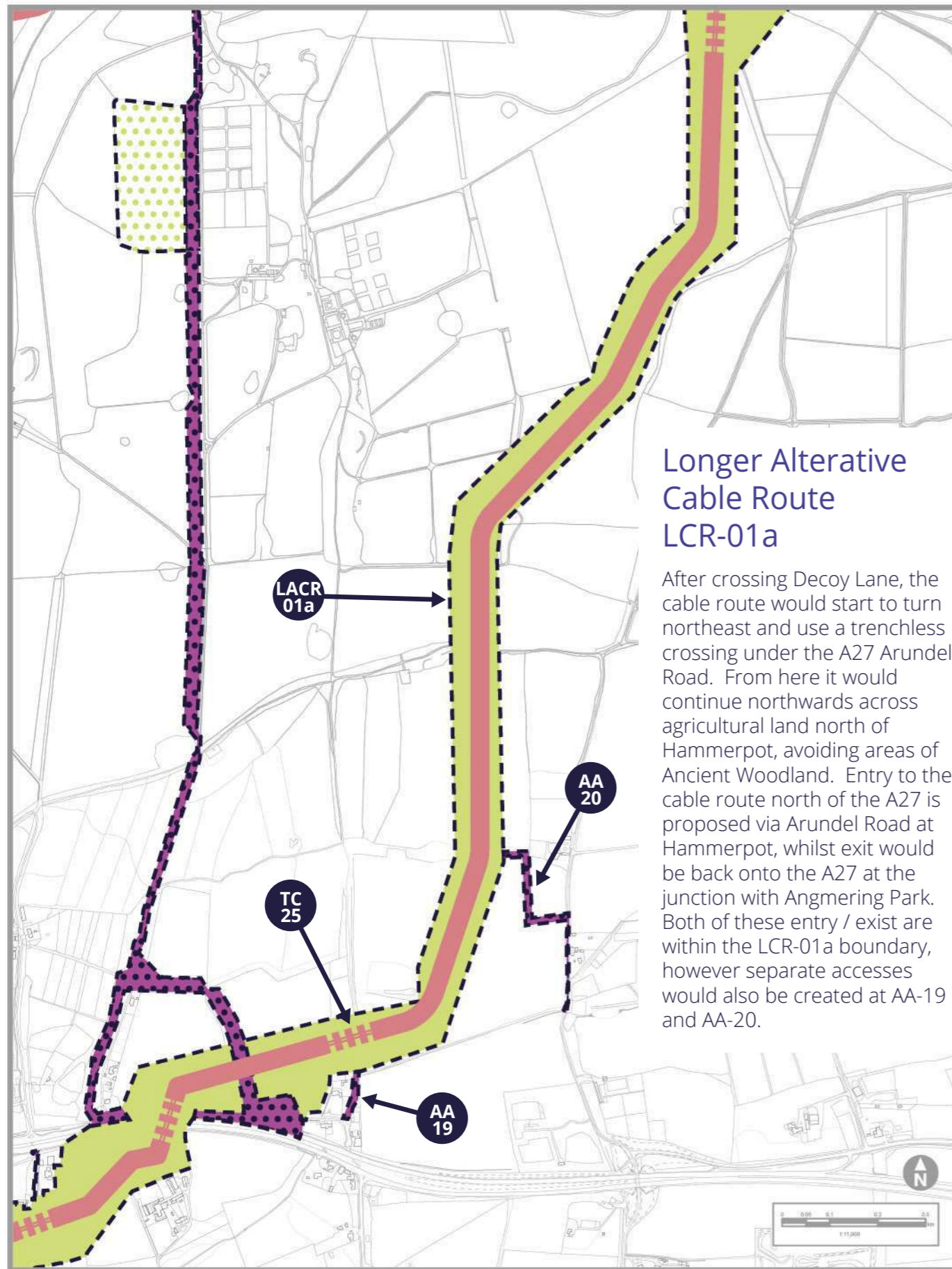
Trenchless Crossings TC-22, TC-23 and TC-24

TC-22 would allow us to cross an existing tree line and ditch without disturbing them.

TC-23 would allow us to cross Decoy Lane without disrupting access or uses there.

TC-24 would allow us to pass underneath the A27 Arundel Road dual carriageway without disturbing traffic above, as it is obviously a key transport route through the area.

Area 4a: Our new route LACR-01a



Area 4a: Our new route LACR-01a



Trenchless Crossings TC-25 and TC-26

TC-25 would allow us to cross a mature tree line north of Hammerpot without affecting it.

TC-26 is proposed so that we can take our cable route down the steep wooded slope at Michelgrove and leave the trees unaffected. This trenchless crossing would allow us to get to an existing clearance in the woodland, which we can use existing tracks to access. This means that we would minimise the effect we would have on this area.

Area 4a: Our new route LACR-01a

Potential Environmental Impacts

LACR-01a introduces the potential for new effects on the environment, which are assessed in our PEIR SIR.

During the construction period, some bridleways and footpaths will need to be diverted for short distances or temporarily interrupted for a limited duration.

The route passes through the South Downs National Park, and six Landscape Character Areas. The route also passes through seven hedges or treebelts, which we will replant afterwards.

This alternate route and accesses will introduce new potential receptors into proximity in respect of air quality. Different homes nearby would also have the potential to be affected by noise and vibration caused by construction or construction traffic. This route may affect individual roads differently from our previous assessment in a limited way.

Most of this alternative cable route runs through arable farmland bordered by hedgerow, which is similar to the landscape already assessed. Areas of Ancient Woodland would be drilled under, and there is a small group of trees (not ancient woodland) that may need to be removed.

We do not think that this alternate route changes our assessment of soils and agriculture. We have

not identified any new sources of ground contamination within this corridor. The work area would come close to Swillage Land Landfill and the Vinery Industrial Estate, but we consider the distance from the landfill site, and our usual construction measures will prevent the likelihood of contamination.

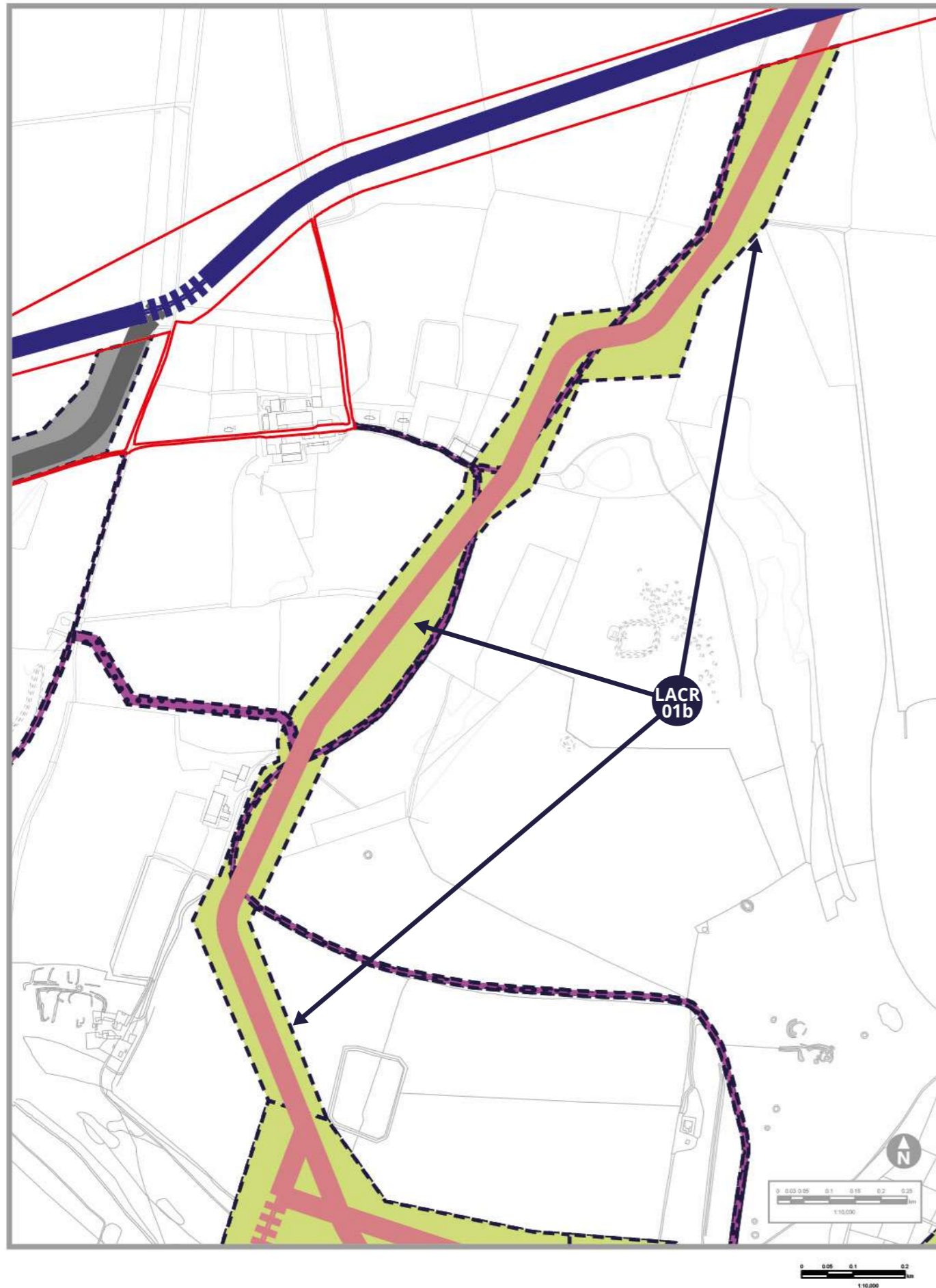
There are no standing historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods, including Bronze Age and Roman. If this route is selected, we would undertake further site surveys to help us plan our mitigation measures. This section of the route could affect the setting of nine listed buildings during construction.

At this stage, we have some concerns about the potential for fluid from our trenchless crossings to contaminate groundwater, due to fractures within the chalk bedrock in this area. Therefore if this route was selected, we would commit to undertake an established detailed process called a Hydrological Risk Assessment to establish ways to minimise potential effects.

All of the above receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual and water environment effects.

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?

Area 4b: Our new route LACR-01b



Longer Alternative Cable Route LACR-01b

As it heads north, our LACR-01 splits into two different potential routes. We would only need one of these routes if LACR-01 is ultimately chosen. We've called the western of these two routes LACR-01b and you can read about it and its potential environmental effects on this page and see a map on the page before. LACR-01b

would connect from the north end of LACR-01a, travelling northwest initially and then turning northeast to eventually re-join our existing proposed cable route.

LACR-01b would head through agricultural fields, including through an extensive private nature conservation project (the "Peppering Project"), where new hedgerows are being planted in winter 2022/23.

Potential Environmental Impacts

LACR-01b introduces the potential for new effects on the environment, which are assessed in our PEIR SIR.

During the construction period, some bridleways and footpaths will need to be diverted for short distances or temporarily interrupted for a limited duration.

The route passes through the South Downs National Park, and one Landscape Character Area. The route also passes through five hedges or treebelts, which we will replant afterwards.

This alternate route and accesses will introduce new potential receptors into proximity in respect of air quality. Different homes nearby would also have the potential to be affected by noise and vibration caused by construction or construction traffic. This route may affect individual roads differently from our previous assessment in a limited way.

This route passes through arable and pasture fields, some of which are planned to be included in an extension to the Peppering Project, a Countryside Stewardship scheme. We would use additional mitigations including timing of works and hedgerow management, to reduce effects on ecology.

We do not think that this alternate route changes our assessment of soils and agriculture. Our research has not shown any new sources of ground contamination along this corridor.

There are no standing historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods of time. If this route is selected, we would undertake further site surveys to help us plan how to address anything we might encounter. This section of the route could affect the setting of one listed building during construction.

At this stage, we have some concerns about the potential for fluid from our trenchless crossings to contaminate groundwater, due to fractures within the chalk bedrock in this area. Therefore if this route was selected, we would commit to undertake an established detailed process called a Hydrological Risk Assessment to establish ways to minimise potential effects.

All of the above receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual and water environment effects.

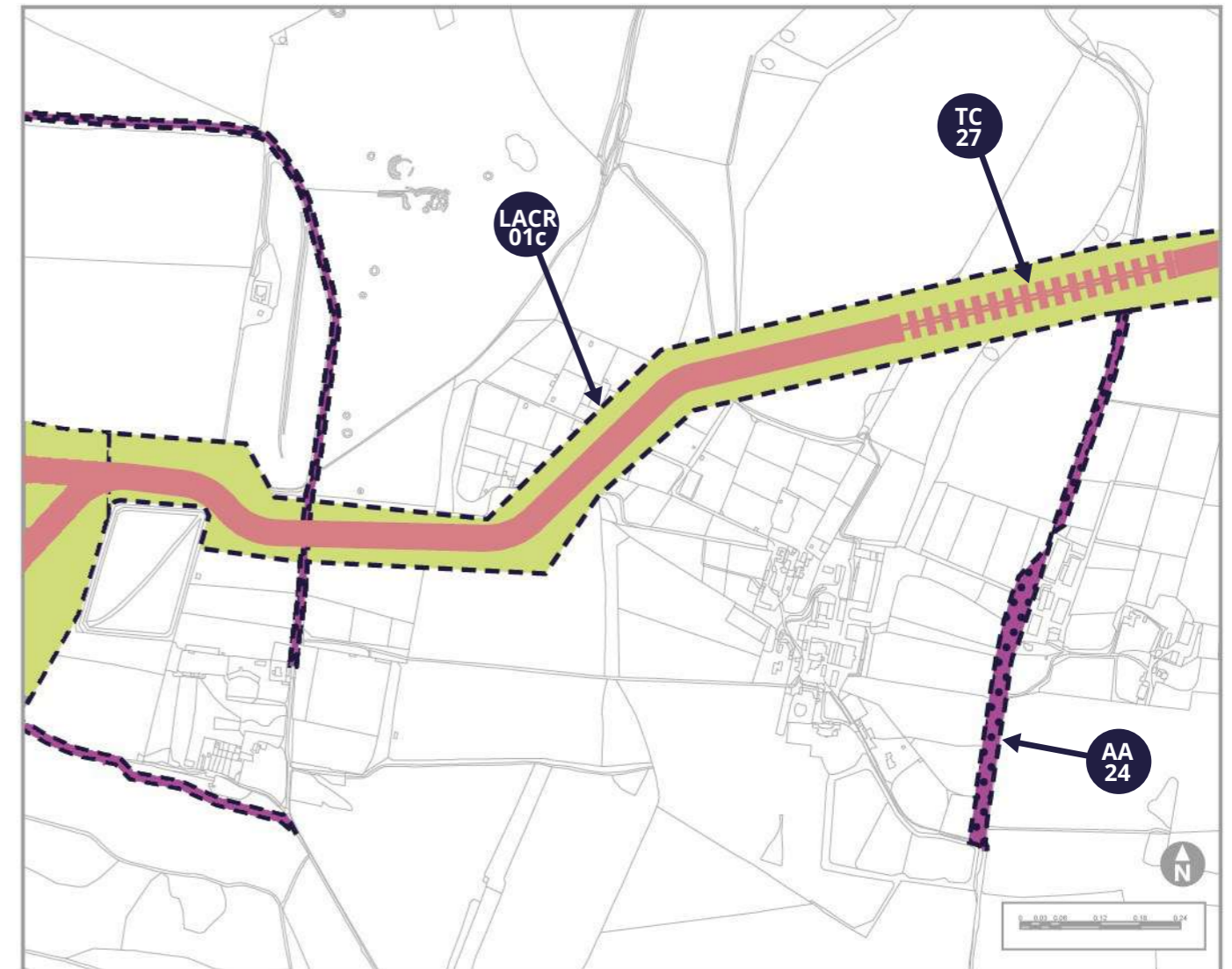
Area 4c: Our new route LACR-01c



Alternative Accesses AA-22 and AA-23

Both AA-22 and AA-23 would be a temporary construction and operational accesses following existing estate tracks from the end of Michelgrove Lane to LACR-01. We have allowed for potential temporary passing places during construction on these accesses if needed.

Area 4c: Our new route LACR-01c



Longer Alternative Cable Route LACR-01c

As it heads north, our LACR-01 splits into two different potential routes. We would only need one of these routes if LACR-01 is ultimately chosen. We've called the eastern of these two routes LACR-01c and you can read about it and its potential environmental effects on this and the following pages. LACR-01c would connect from the north end of LACR-01a, travelling east initially and then turning northwest to eventually re-join our existing proposed cable route.

LACR-01c would head across agricultural land with an open trench crossing of Michelgrove Lane. Along some of its length it would run parallel to wooded areas and between buildings and a gallops. The boundary of LACR-01c includes width to create an access track beside field edges if the existing track is found to be unsuitable.

You can see the initial eastbound and north-easterly parts of LACR-01c on maps on the following pages.

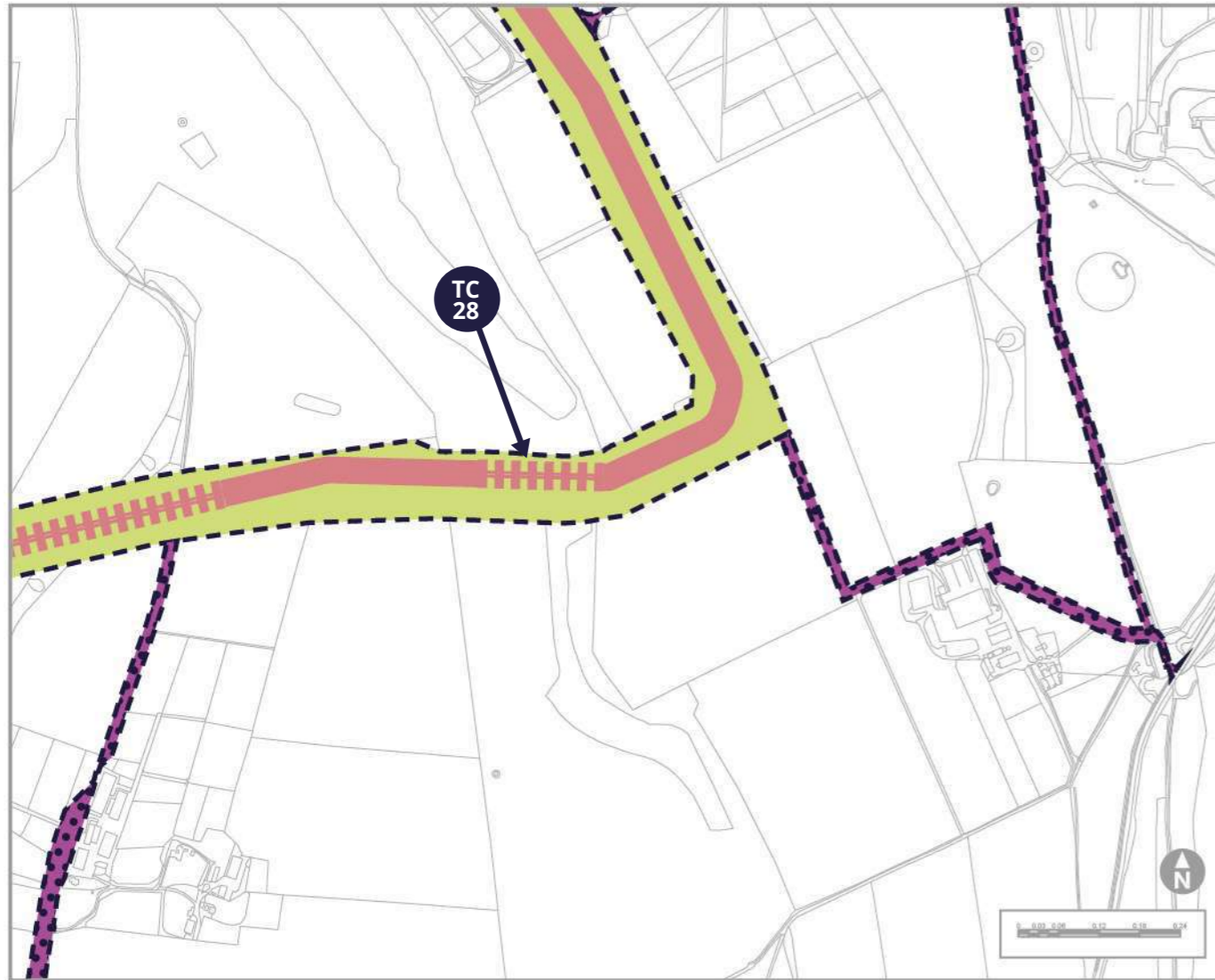
Trenchless Crossings TC-27

TC-27 would be used to reach under the shoulder of Blackpatch Hill.

Alternative Access AA-24

AA-24 would allow access from Long Furlong Lane to LACR-01c for both construction and the operational life of the wind farm.

Area 4c: Our new route LACR-01c



Trenchless Crossing TC-28

TC-28 is required to allow our cable route to pass under the steep east side of Blackpatch Hill.

Trenchless Crossing TC-29

TC-29 would be required at the slope down Sullington Hill/Barnsfarm Hill for approximately 400m.

Alternative Access AA-27

AA-27 would be needed during the operational life of the wind farm. Located about 850m South of Cobden Farm, it would run between 2 adjoining fields along an existing farm track.

Area 4c: Our new route LACR-01c



Area 4c: Our new route LACR-01c

Potential Environmental Impacts

LACR-01c introduces the potential for new effects on the environment, which are assessed in our PEIR SIR.

During the construction period, some bridleways and footpaths will need to be diverted or temporarily interrupted, including the restricted byway 2092 to the west of Windlesham, albeit for a limited duration.

The route passes through the South Downs National Park, and two Landscape Character Areas. The route also passes through eighteen hedges or treebelts, which we will replant afterwards.

This alternate route and accesses will introduce new potential receptors into proximity in respect of air quality. Different homes nearby would also have the potential to be affected by noise and vibration caused by construction or construction traffic. We have assessed the transport impacts of this alternate route, which, when combined with LACR-01a, results in the most traffic. This route may affect individual roads differently from our previous assessment in a limited way.

This route passes through pasture and arable fields, including an area of good quality semi-improved grassland and also of lowland calcereous grassland, which are both considered Priority Habitats. We propose to use trenchless crossings to ensure these areas are retained, to reduce effects on ecology.

We do not think that this alternate route changes our assessment of soils and agriculture. We have not identified any new sources of ground contamination within this corridor. The work area would come close to Log Furlough, Findon, Landfill, but we consider the distance from the landfill site, and our usual construction measures will prevent the likelihood of contamination.

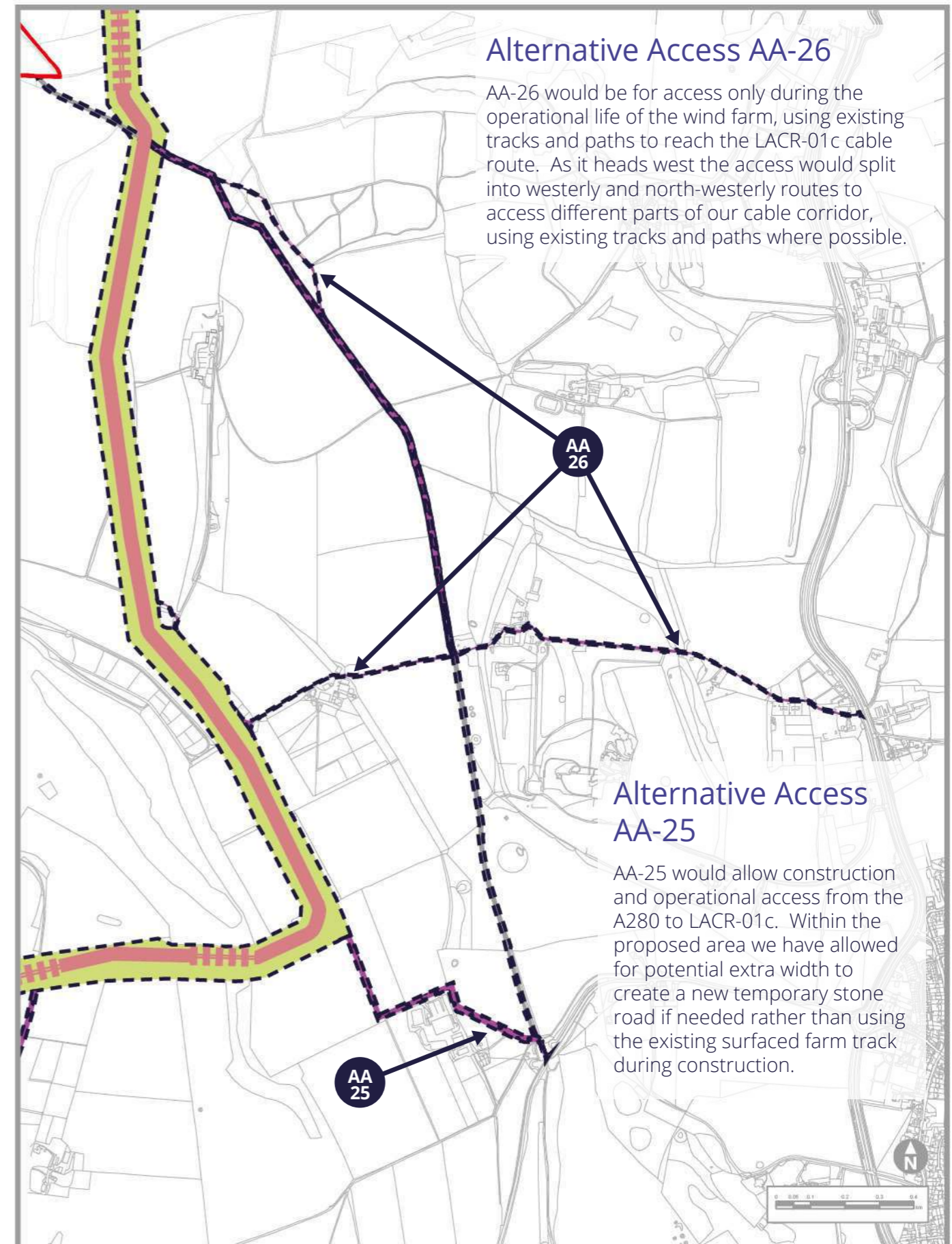
There are no standing historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods, including prehistoric, Roman and medieval. If this route is selected, we would undertake further site surveys to help us plan how to address anything we might encounter. This section of the route could affect the setting of one listed building during construction.

At this stage, we have some concerns about the potential for fluid from our trenchless crossings to contaminate groundwater, due to fractures within the chalk bedrock in this area. Therefore if this route was selected, we would commit to undertake an established detailed process called a Hydrological Risk Assessment to establish ways to minimise potential effects.

All of the above receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, landscape and visual and water environment effects.

On the next page you can read about some accesses we are looking at to reach LACR-01. Since they are only needed if we decide to use LACR-01c as our route, the environmental effects of these accesses have been included overall in the effects of LACR-01c described above.

Area 4c: Eastern accesses to LACR-01



Area 5

West and North of Washington








This Area considers the cable route where it would run west and north of Washington. It includes **three modified routes (MR)** and **three alternative accesses (AA)**. They are all referenced on the following pages using the abbreviations above.

Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.

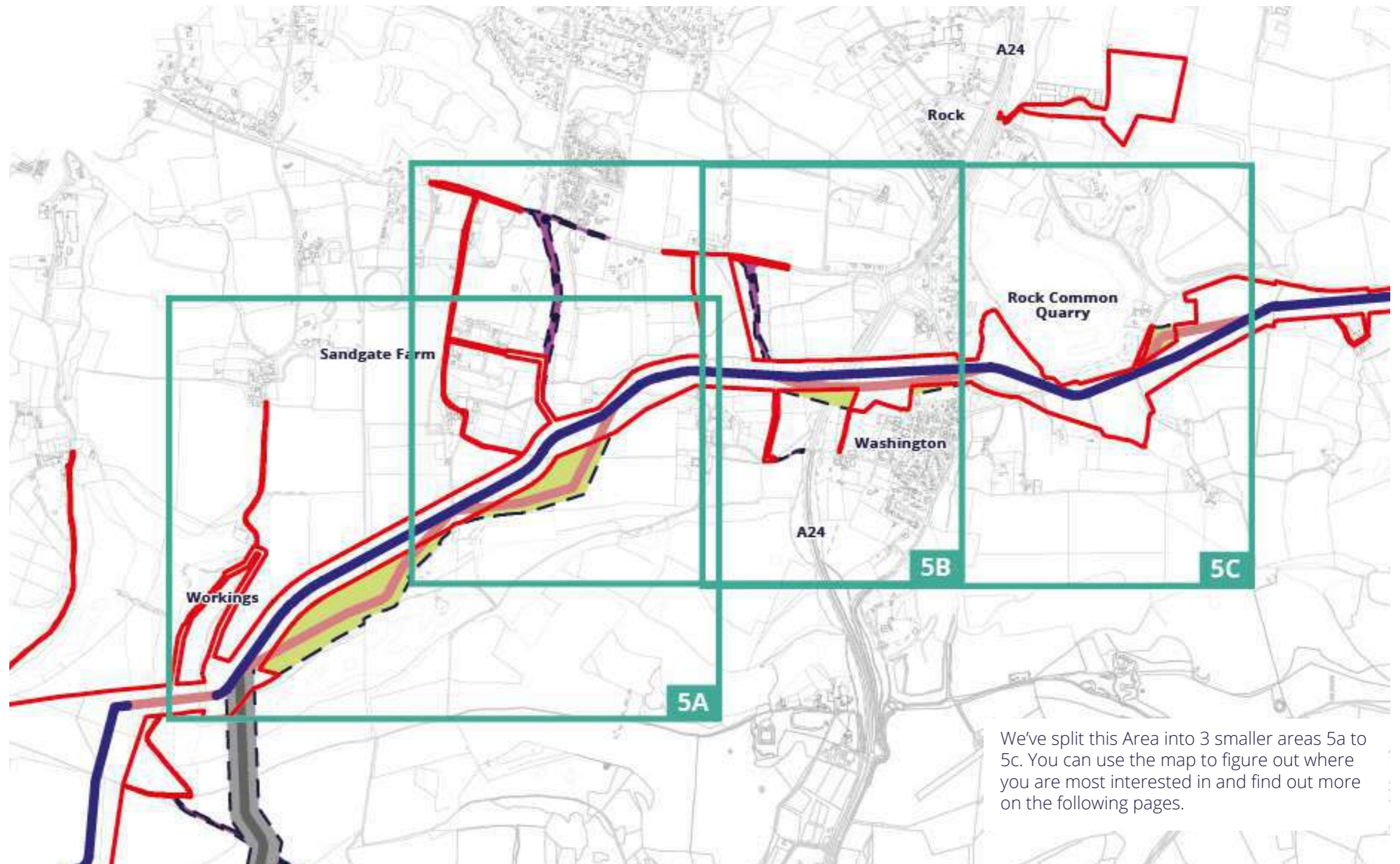
Our Environmental Assessment of West and North of Washington

On the following pages you can read about our preliminary assessment of potential changes in Area 5. We believe that effects presented in our PEIR from summer 2021 will change for historic environment (heritage) as a result of introducing these alternatives. You can read more about our consideration of these potential changes in our PEIR SIR at www.Rampion2.com/consultation. Just look for the relevant MR, AA or TC reference.

KEY:

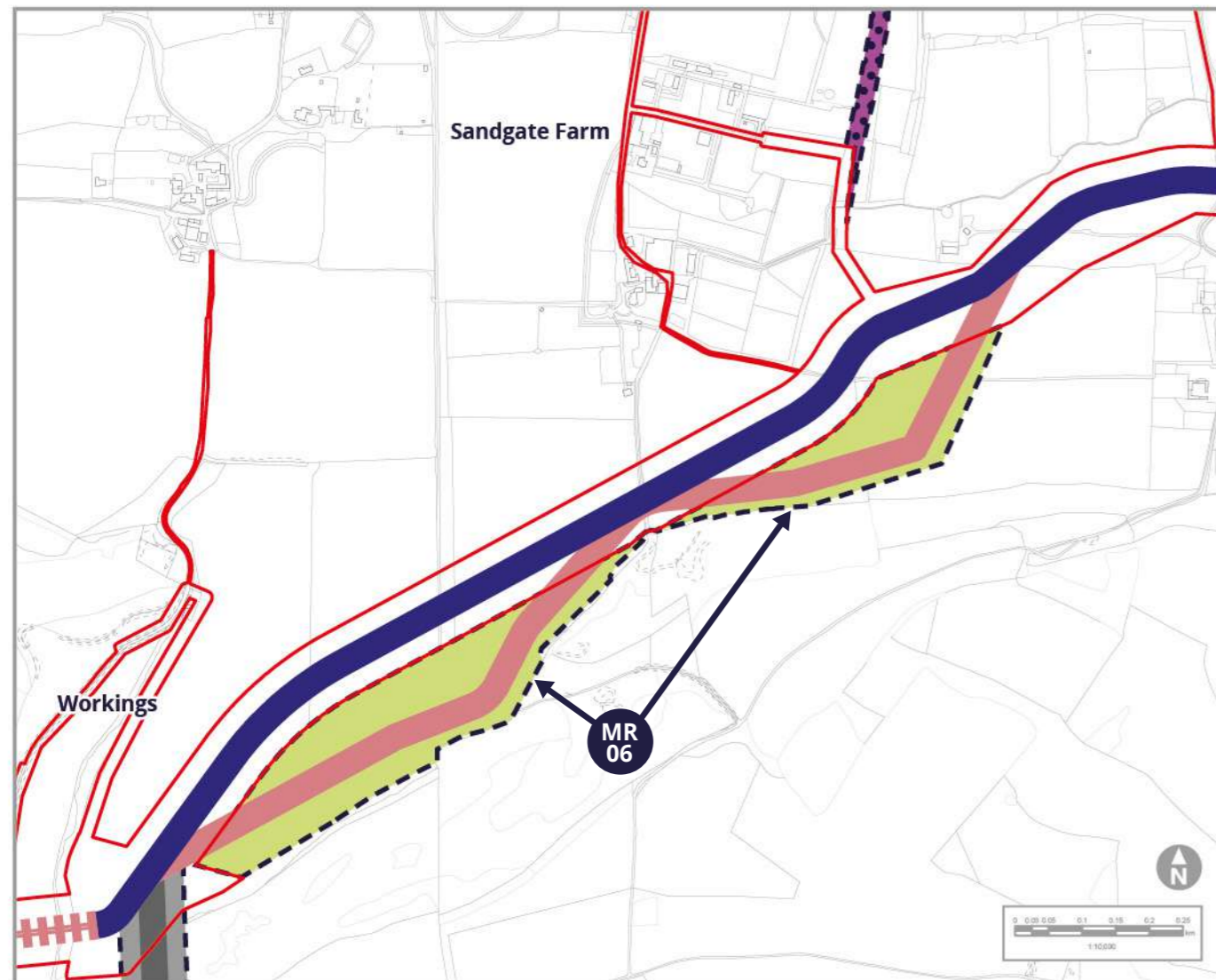
-  Our previous project boundary (from our summer 2021 consultation)
-  Our indicative cable route
-  Previously proposed trenchless crossing points
-  New areas for cable construction works
-  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
-  New alternative accesses
-  Route or change in another Area of this booklet

Note: Only 1 cable route is required and indicative cables routes are shown for illustration only



We've split this Area into 3 smaller areas 5a to 5c. You can use the map to figure out where you are most interested in and find out more on the following pages.

Area 5a: West of Washington (1)



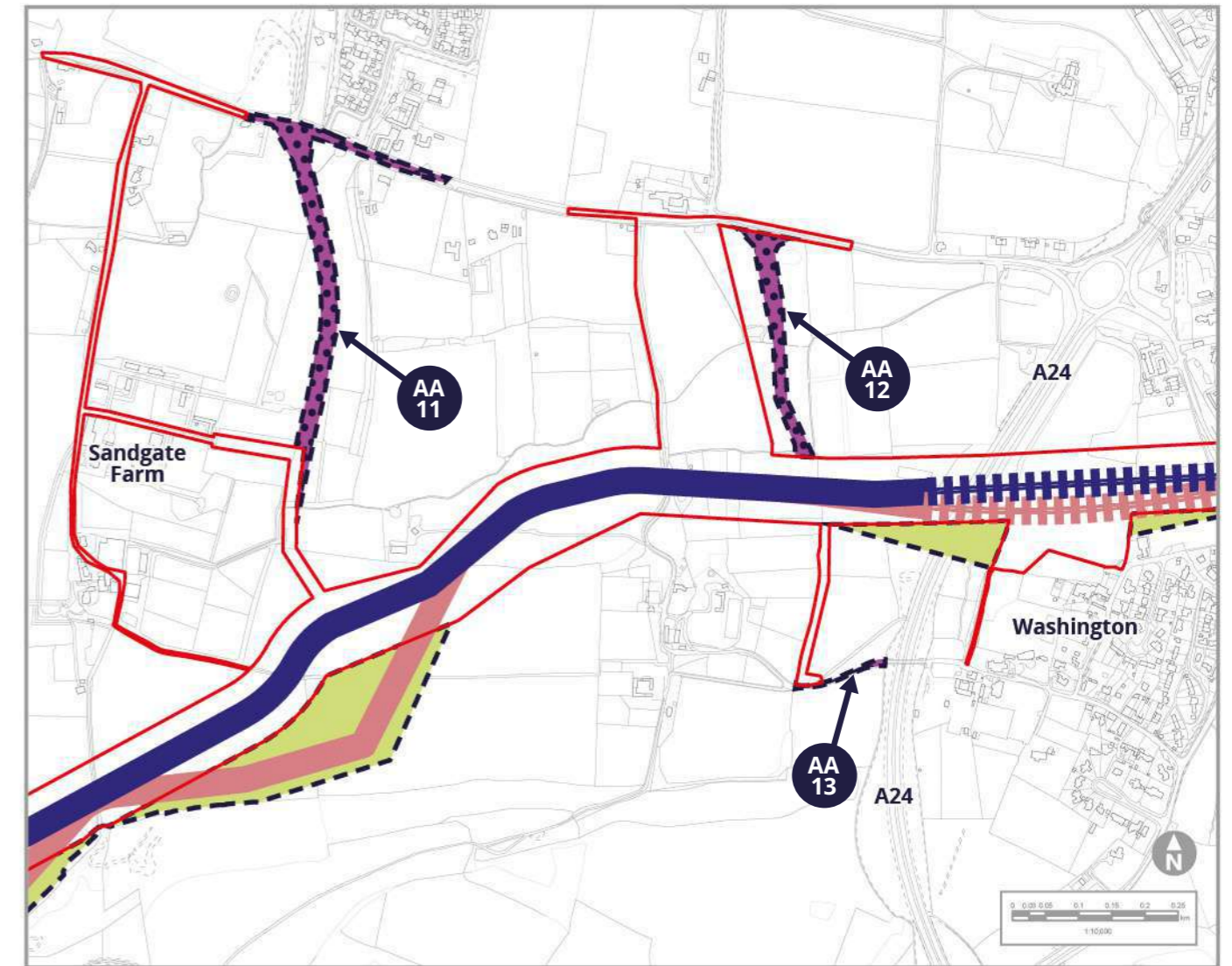
Modified Route MR-06

MR-06 is being included to allow the cable to run closer to a southern field boundary to avoid an artesian well (where water is underground under positive pressure) and equestrian facilities, which will also enable agricultural activities to be less impacted during construction. The modified route would maintain a 15 metre (m) distance from a local wildlife site and woodland to the southeast.

Potential Environmental Impacts

MR-06 would involve hedgerow crossings, be adjacent to a stand of Ancient Woodland and near Sullington Hill Local Wildlife Site. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ecology and nature conservation effects.

Area 5b: West of Washington (2)

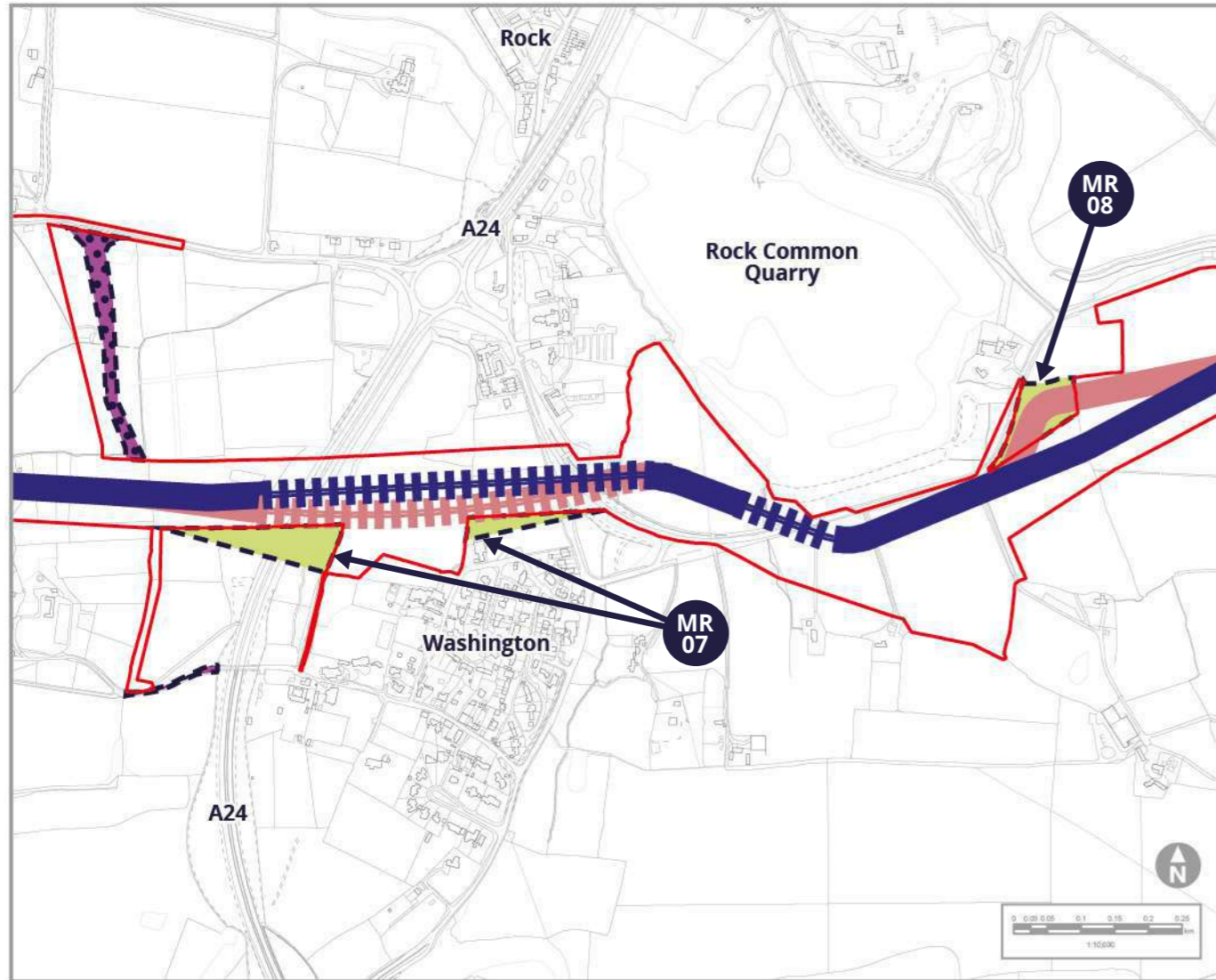


Alternative Accesses AA-11, AA-12 and AA-13

AA-11 is being explored due to technical challenges we found for construction use on our original proposed access route further west, whilst AA-12 is being considered as we identified that our original proposal would be unsuitable due to road safety concerns. Both alternative routes would run on new tracks and maintain a 15m separation distance from adjacent woodland. AA-13 is an existing private track which we are including to ensure we have rights of access over it.

AA-11 and AA-12 would cross agricultural fields and require new temporary stone roads. Both would cross hedgerows and AA-11 would pass close to listed buildings. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ecology, nature conservation, historic environment (heritage) and transport effects.

Area 5c: North of Washington



Modified Route MR-07

MR-07 would be an alternative route for the trenchless crossing under the A24 London Road, the recreation ground and roads to the east including the A283. This is being proposed to allow more flexibility for laying out of ducts, to help maintain distance from Ancient Woodland and provide a better angle to cross an existing gas pipeline. Although our trenchless crossing may move slightly into MR-07, this would not change the assessment of effects we consulted on last year.

Potential Environmental Impacts

MR-07 would be mostly underground for the trenchless crossing. Drilling would occur from a similar area to our existing proposed cable route and therefore no new receptors or changes to impacts have been identified.

Modified Route MR-08

Modified Route MR-08 is a slight adjustment of the cable route to minimise severance of agricultural fields.

MR-08 would be closer to receptors including a house and farm to the north. It would also cross two additional hedgerows. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ecology and nature conservation, and historic environment (heritage) effects.

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?

Area 6

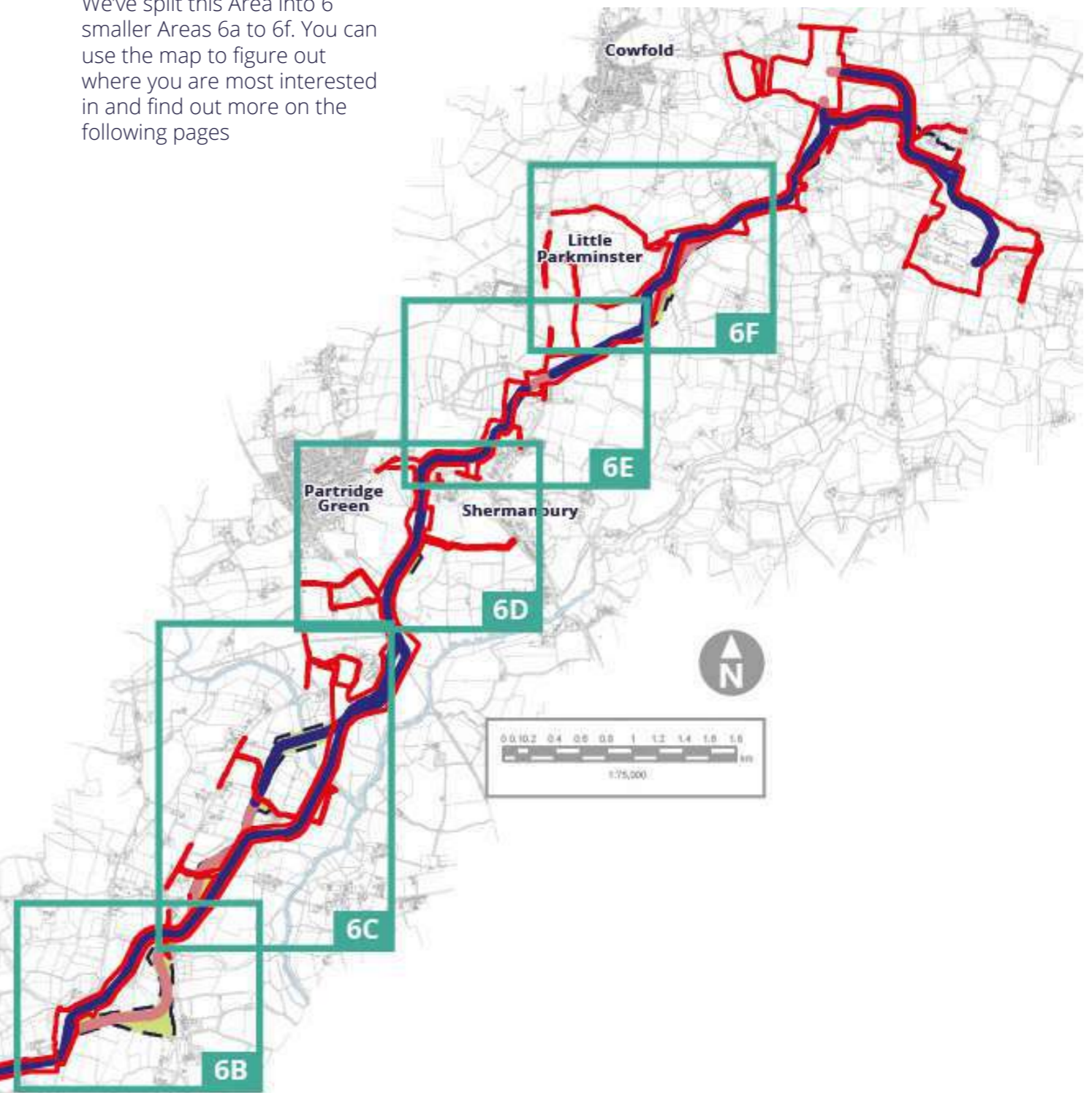
Wiston to Kings Lane

This Area considers the cable route from the west side of Wiston to Kings Lane. It includes **two alternative cable routes (ACR)**, **five modified routes (MR)**, **seven new trenchless crossings (TC)** and **one alternative access (AA)**. They are all referenced on the following pages using the abbreviations above.








Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.

Our Environmental Assessment of Wiston to Kings Lane

On the following pages you can read about our preliminary assessment of potential changes in Area 6. We don't believe that introducing these changes is likely to change the overall conclusions of our PEIR from summer 2021. You can read more about our consideration of these potential changes in our PEIR SIR. Just look for the relevant MR, AA or TC reference.

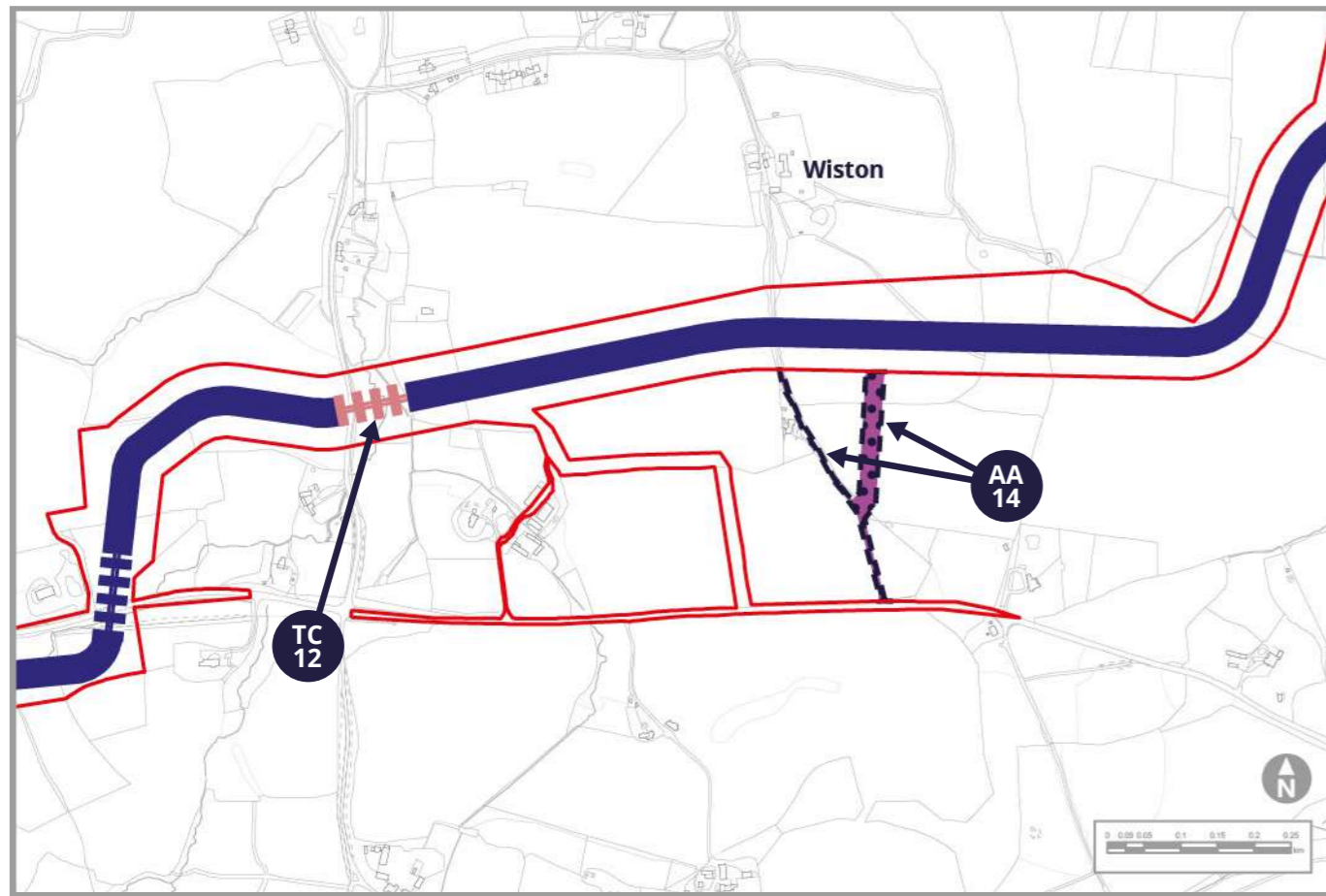


KEY:

-  Our previous project boundary (from our summer 2021 consultation)
-  Our indicative cable route
-  Previously proposed trenchless crossing points
-  New areas for cable construction works
-  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
-  New alternative accesses
-  Route or change in another Area of this booklet

Note: Only 1 cable route is required and indicative cables routes are shown for illustration only

Area 6a: South of Wiston



Alternative Access AA-14

East of Water Lane, our original construction access proposal would run from the A283 passing a residence. We are now exploring AA-14 as an alternative construction access (from the road via the wider northwest section) because it would avoid crossing a gas main and would affect less agricultural land, along with some traffic and minerals protection advantages.

The narrower part of AA-14 may also be used for operational access for the life of the wind farm.

Trenchless Crossing TC-12

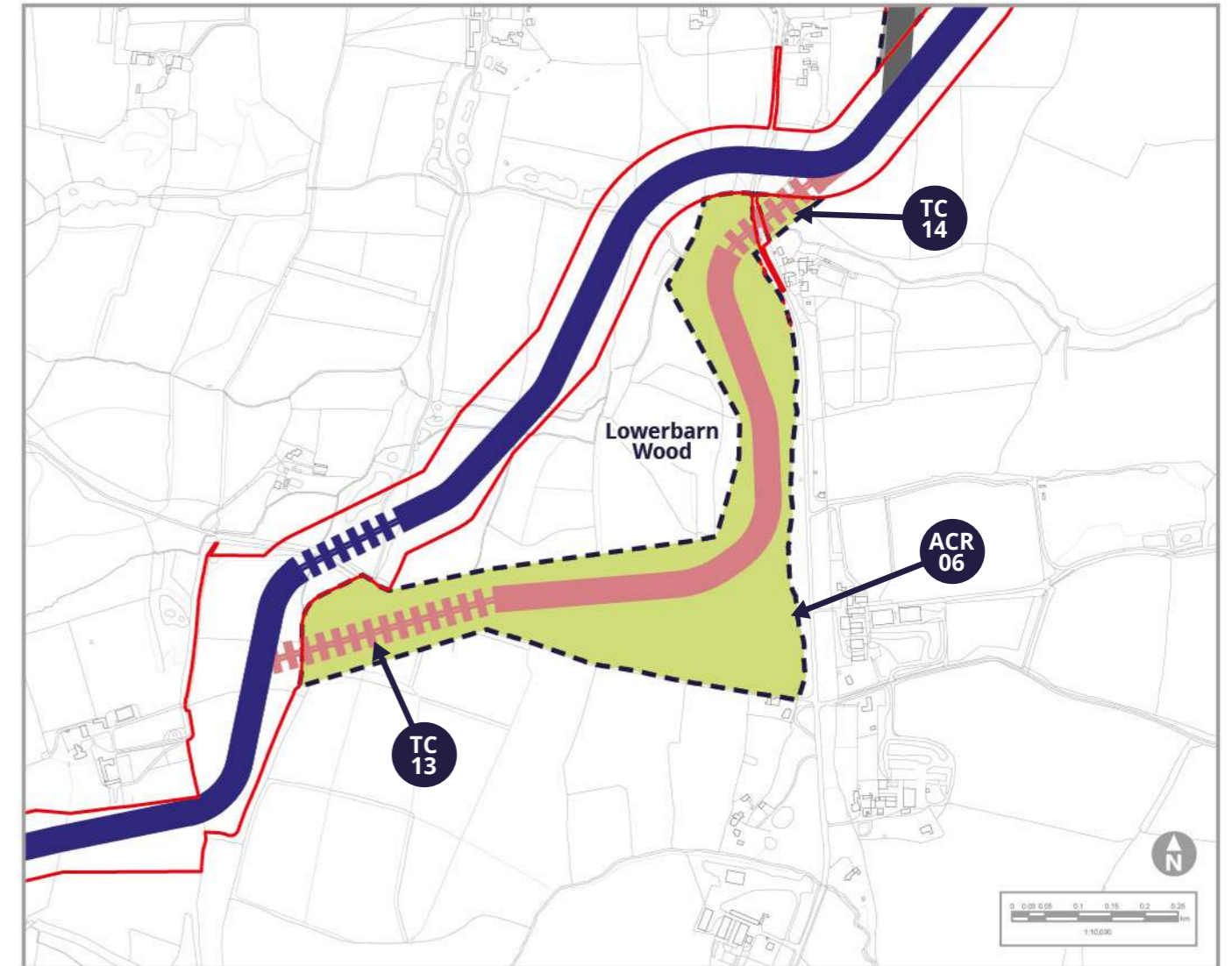
TC-12 has been added to pass under Water Lane and a tributary of the Honeybridge Stream without affecting them and would be drilled under Ancient Woodland.

Potential Environmental Impacts

AA-14 would cross a hedgerow, an arable field and pass in the vicinity of two listed buildings. It creates new access to the A283. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, landscape and visual, ecology and nature conservation, and historic environment (heritage) effects on the identified receptors are considered in the PEIR SIR.

TC-12 has been added to pass under Water Lane and a tributary of the Honeybridge Stream without affecting them and would be drilled under Ancient Woodland. Receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, air quality, noise and vibration, ecology and nature conservation and transport effects

Area 6b: South of Ashurst



Alternative Cable Route ACR-06 and Trenchless Crossings TC-13 and TC-14

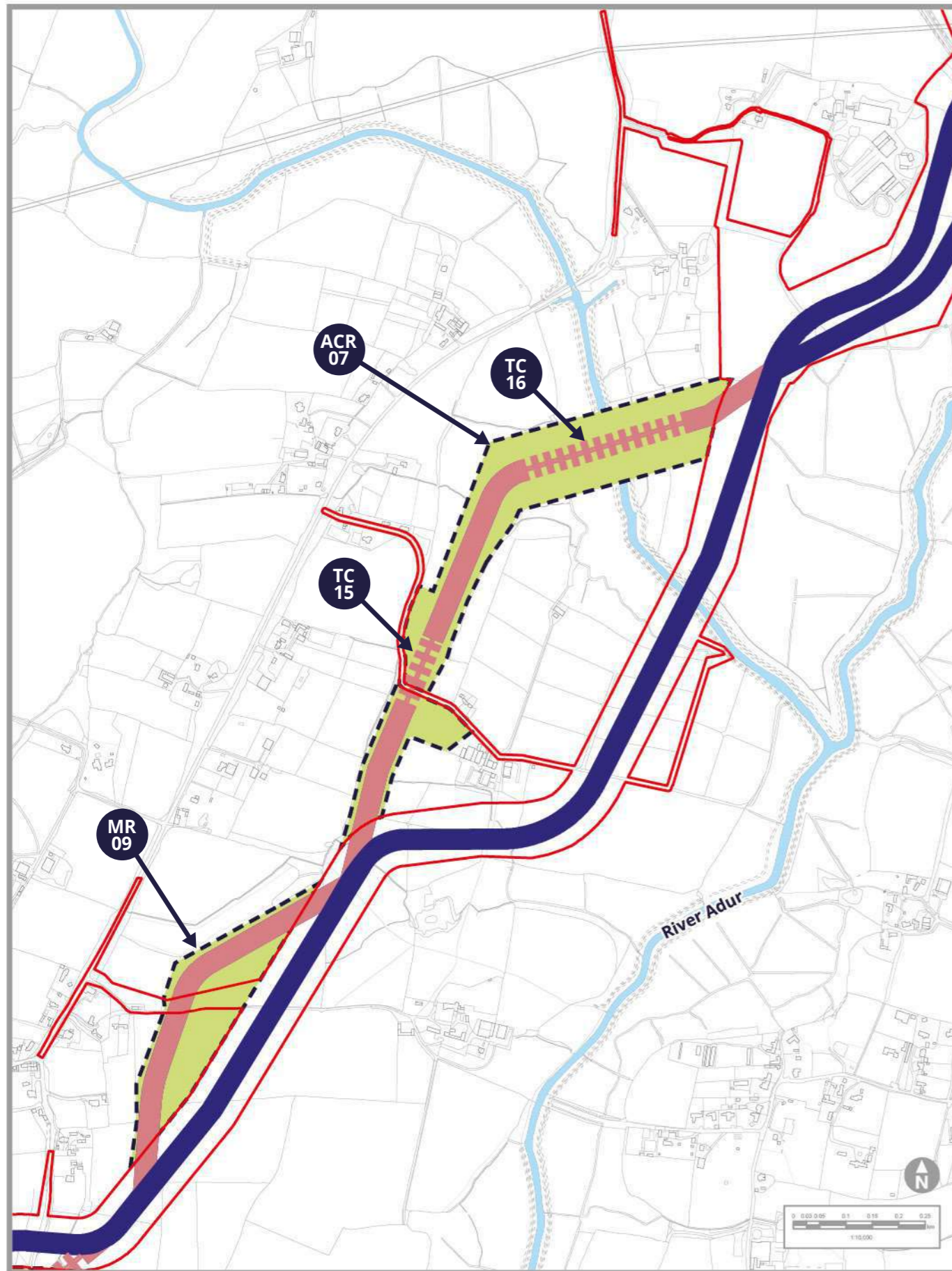
ACR-06 would be located south of Ashurst, running west of Horsham Road and alongside Spithandle Road. ACR-06 is to the east of the original cable route and has been introduced to potentially avoid ponds, environmental and engineering constraints, and impacts on a private nature conservation scheme. ACR-06 would require new trenchless crossings TC-13 to cross Calcot Wood and TC-14 to cross Horsham Road and a tributary of the River Adur.

Potential Environmental Impacts

ACR-06 is in the vicinity of Horsebridge Common, comes within 350m of residential buildings and is in the vicinity of listed buildings. These are new receptors and have been considered by our latest assessments. The cable route will be closer to three listed buildings. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, air quality, historic environment (heritage) and noise and vibration effects.

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?

Area 6c: Ashurst to Partridge Green



Modified Route MR-09

MR-09 extends the potential cable route to the west, bringing it closer to Ashurst. This has been introduced to reduce the severance of agricultural fields and maximise their use during construction.

ACR-07 and Trenchless Crossings TC15 and TC-16

ACR-07 is located approximately 220m east of Bines Green, west of the original cable route. This alternative would cross agricultural fields, including trenchless crossing TC-15 of a farm access track and mature treeline. It would then continue northeast to cross the River Adur via trenchless crossing TC-16, before rejoining the original cable route.

ACR-07 has been introduced to potentially avoid new infrastructure under construction and in response to challenges crossing utilities on the route that we consulted on last year.

Potential Environmental Impacts

MR-09 would bring the modified cable route marginally closer to Ashurst, with some mature trees on its boundary, and in the vicinity of two listed buildings. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ecology and nature conservation and historic environment (heritage) effects.

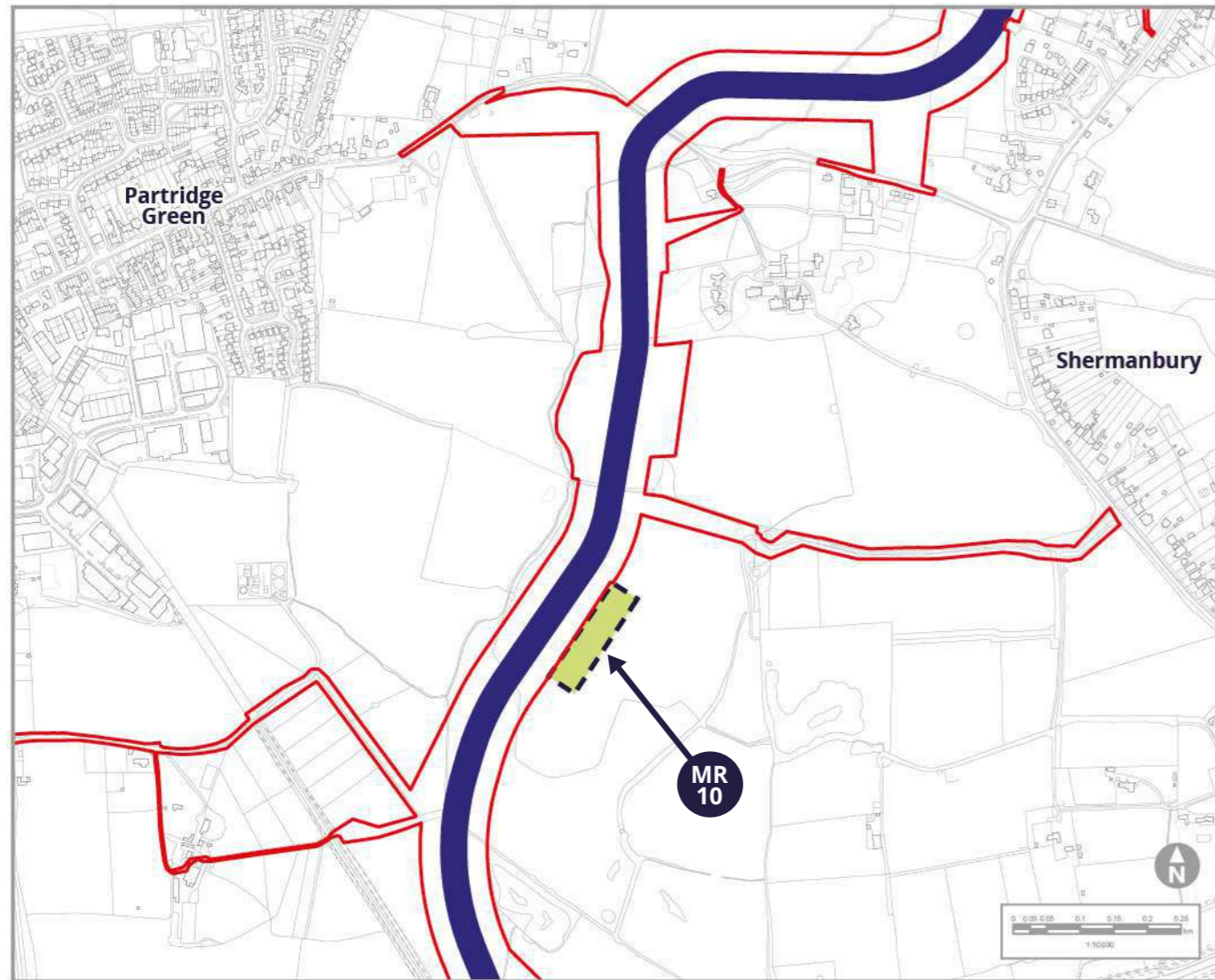
Construction works for ACR-07 would be visible from footpath 2519 and Bines Green Common. The footpath may also be interrupted by works. The change would introduce new residential receptors for air quality and for noise and vibration along the B2135 Bines Road, and

could affect the setting of two listed buildings. The works would take place within a Habitat of Principal Importance – coastal and floodplain grazing marsh. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio economic, air quality, noise and vibration, ecology and nature conservation, transport and historic environment (heritage) effects.

There are no associated new receptors or changes to impacts from TC-15 and TC-16 compared to those already identified in the 2021 consultation.

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?

Area 6d: Southeast of Partridge Green



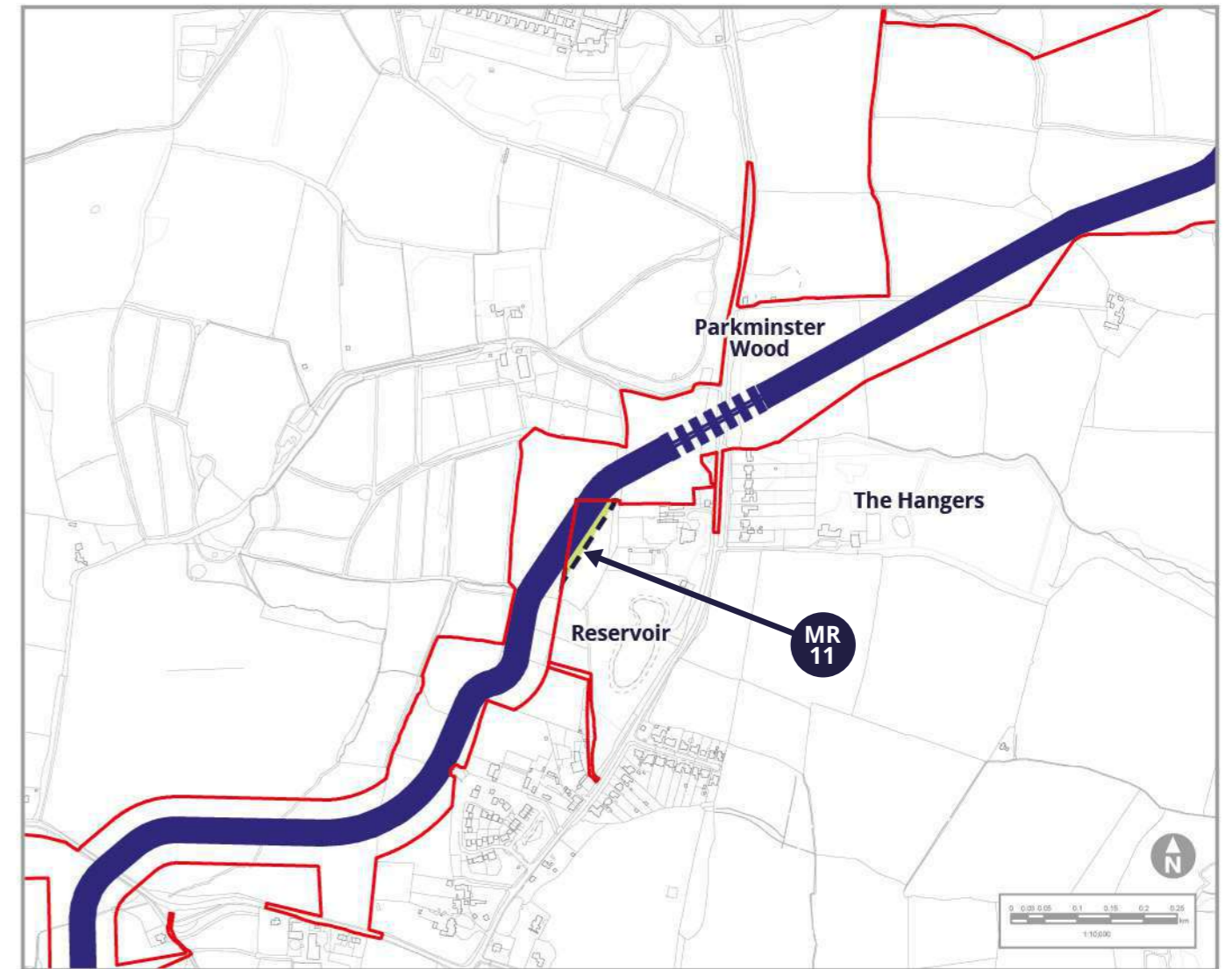
Modified Route MR-10

MR-10 is a proposed extension to the east of our original proposed cable route, to provide a topsoil storage area during construction outside of the nearby floodplain.

Potential Environmental Impacts

There are no associated new receptors or changes to impacts associated with MR-10, compared to those already identified in the 2021 consultation.

Area 6e: North of Shermanbury



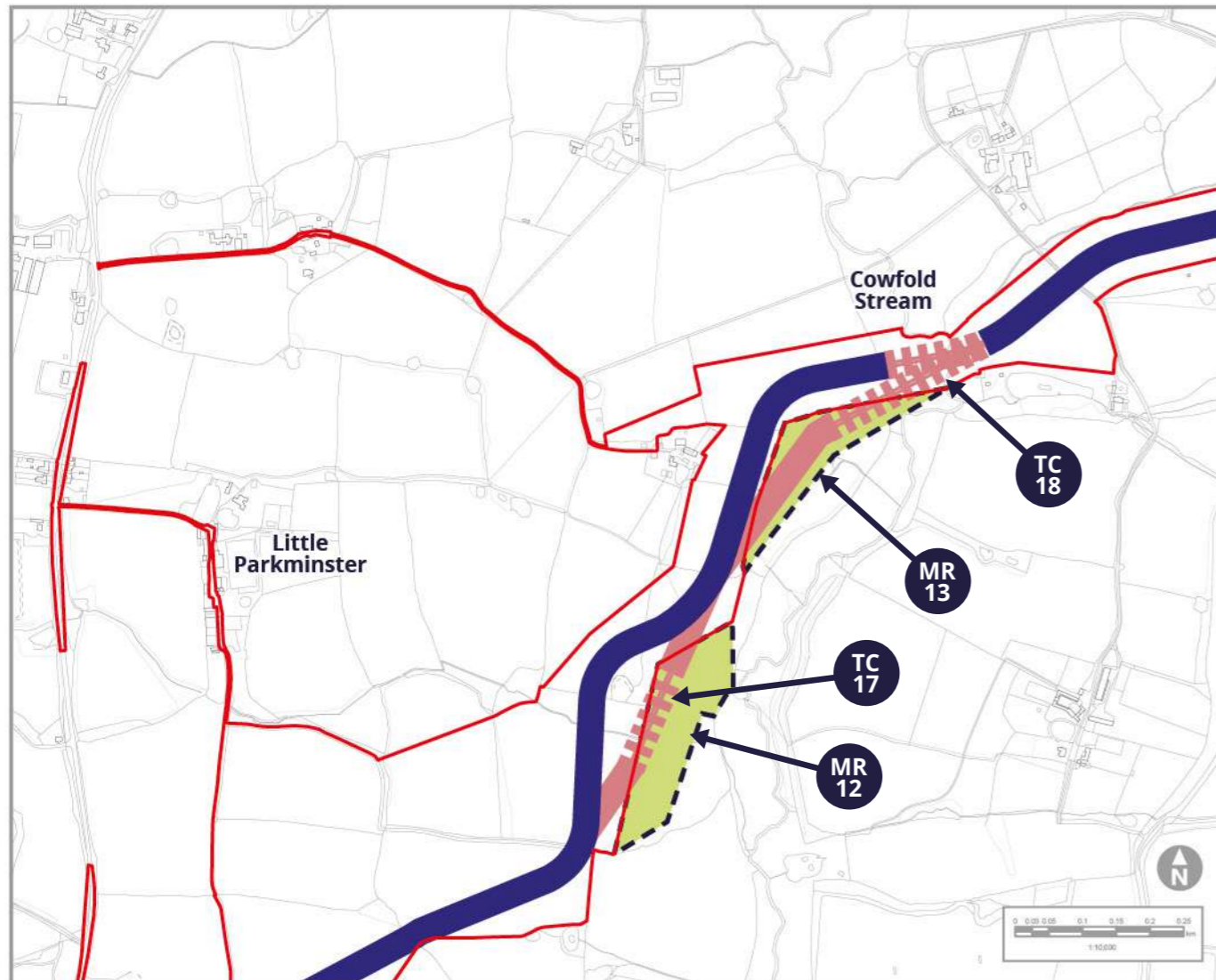
Modified Route MR-11

MR-11 is a proposed eastern extension to our cable corridor to allow the onshore cable working area to run closer to the field boundary. This would reduce severance, maximise the remaining agricultural use during construction and allow a slightly shorter cable route.

Potential Environmental Impacts

There are no associated new receptors or changes to impacts from MR-11 compared to those already identified in the 2021 consultation.

Area 6f: South of Cowfold



Potential Environmental Impacts

MR-12 and TC-17 would be in a medium or high risk flood area and would interact with hedgerows and a pond. MR-13 would be in an area of medium flood risk and where there is evidence of three small areas of ground being dug up in the past – which could mean a higher risk of contamination or ground instability. MR-13 would also interact with additional ponds. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation ecology and nature conservation, ground conditions and water environment effects.

Modified Route MR-12 and Trenchless Crossing TC-17

MR-12 has been introduced to enable the onshore cable corridor to take a more direct route. It includes a trenchless crossing (TC-17) of a tributary of Cowfold Stream and hedgerows classed as Important under the Hedgerow Regulations, so that they are not affected.

Modified Route MR-13

MR-13 has been added to enable a trenchless crossing (TC-18) of hedgerows, mature trees and the Cowfold Stream. This would also move the corridor further east away from residential properties.

Trenchless Crossing TC-18

TC-18 would pass under hedgerows, mature trees and the Cowfold Stream to leave them unaffected.

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?

Area 7

Substation Approach

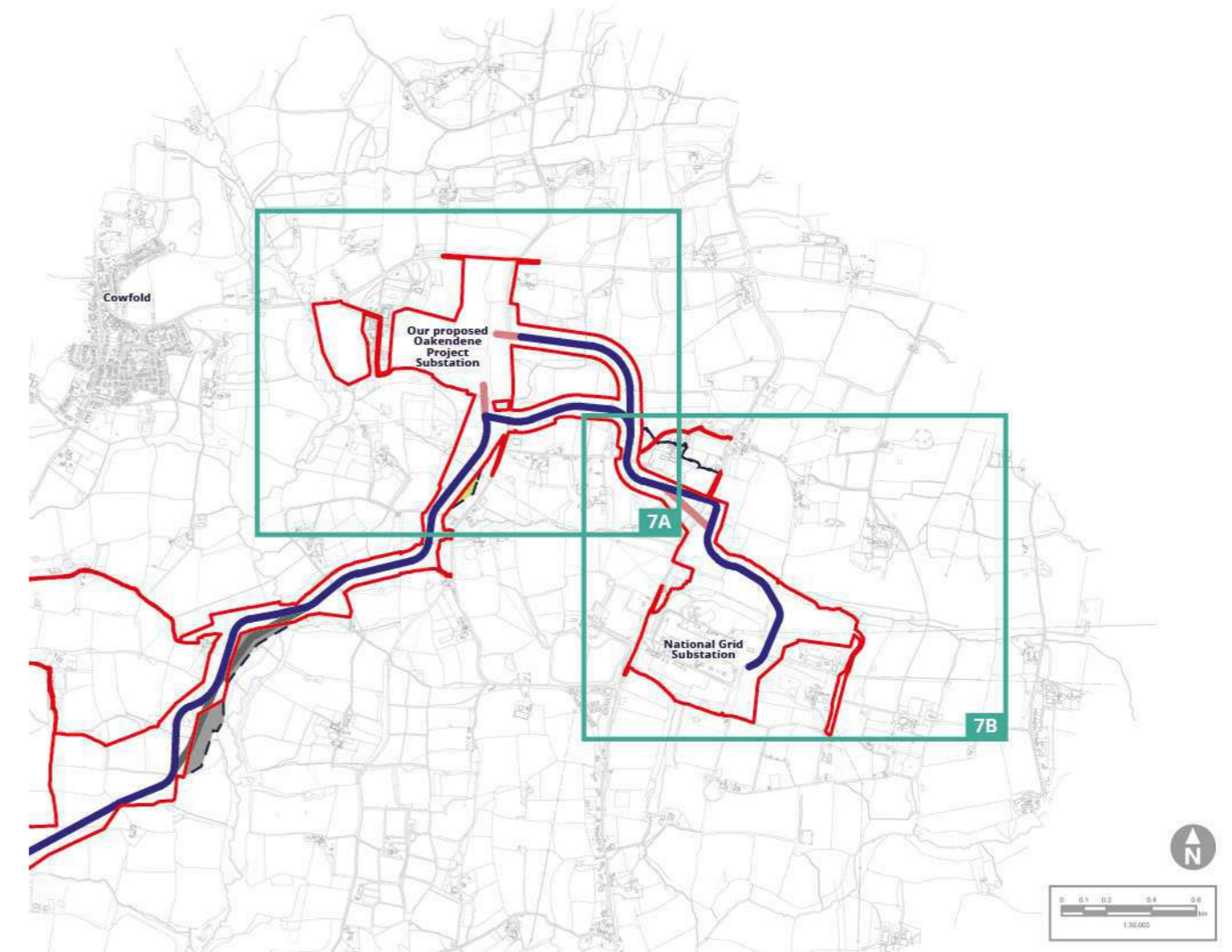
This Area considers the cable route from Kings Lane via our new Rampion 2 project electricity substation, to the National Grid Bolney Substation. It includes **one modified route (MR), three new trenchless crossings (TCs) and one alternative access (AA)**. They are all referenced on the following pages using the abbreviations above.

Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.








Our Environmental Assessment of Substation Approach

On the following pages you can read about our preliminary assessment of potential changes in Area 7. We don't believe that introducing these changes is likely to change the overall conclusions of our PEIR from summer 2021. You can read more about our consideration of these potential changes in our PEIR SIR here www.Rampion2.com/consultation. Just look for the relevant MR, AA or TC reference.

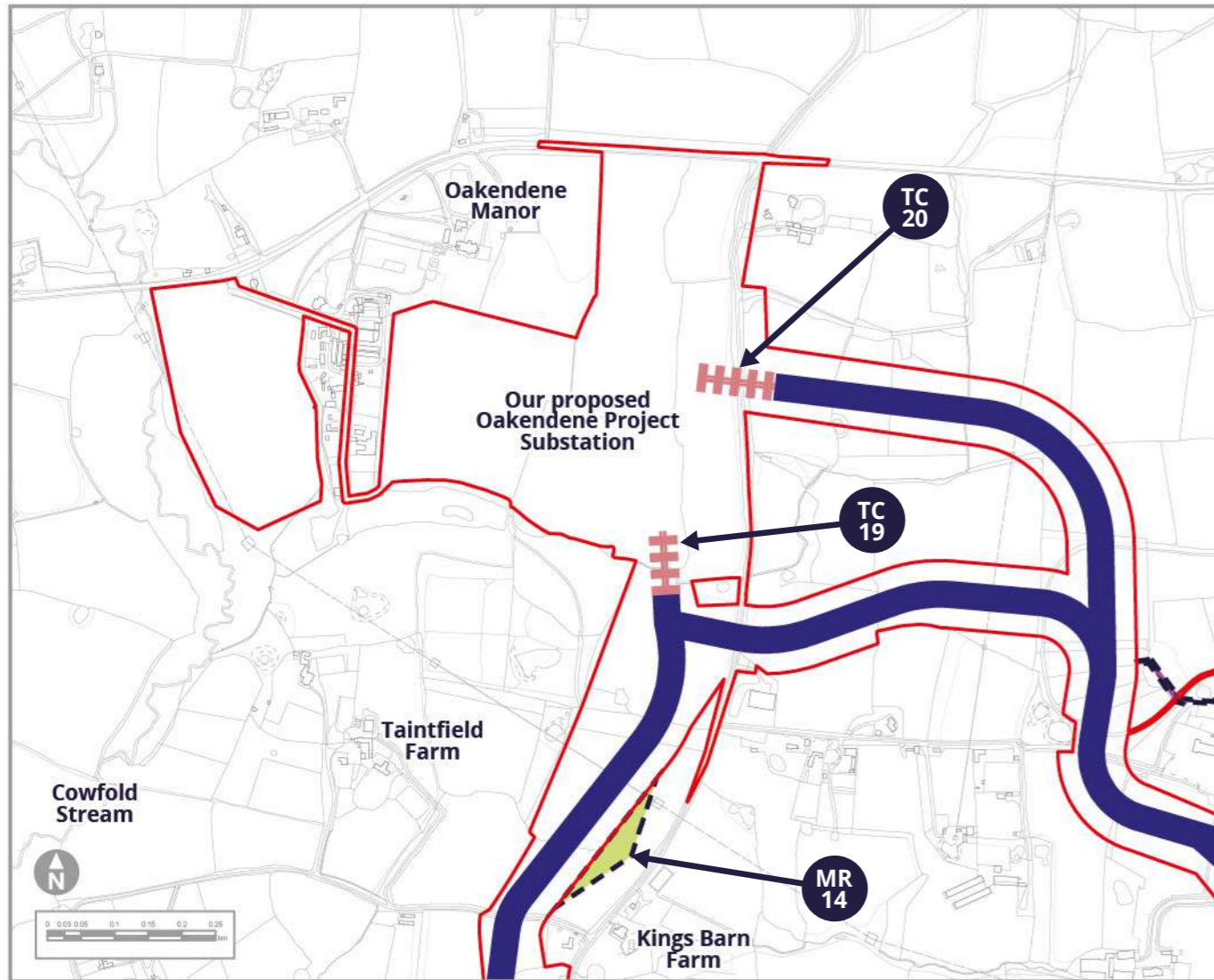
We've split this Area into 2 smaller Areas 7a and 7b. You can use the map below to figure out where you are most interested in and find out more on the following pages



KEY:

-  Our previous project boundary (from our summer 2021 consultation)
 -  Our indicative cable route
 -  Previously proposed trenchless crossing points
 -  New areas for cable construction works
 -  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
 -  New alternative accesses
 -  Route or change in another Area of this booklet
- Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**

Area 7a: Kings Lane to our Oakendene substation



Modified Route MR-14

MR-14 would extend our original cable route eastwards, to allow us to avoid the root protection area of a veteran tree, which we identified during our tree surveys.

Trenchless crossing TC-19 and TC-20

TC-19 would pass under a tributary of Cowfold Stream, meaning we wouldn't have to dig through it to reach our Oakendene substation site. Hedgerows and a mature treeline could remain intact.

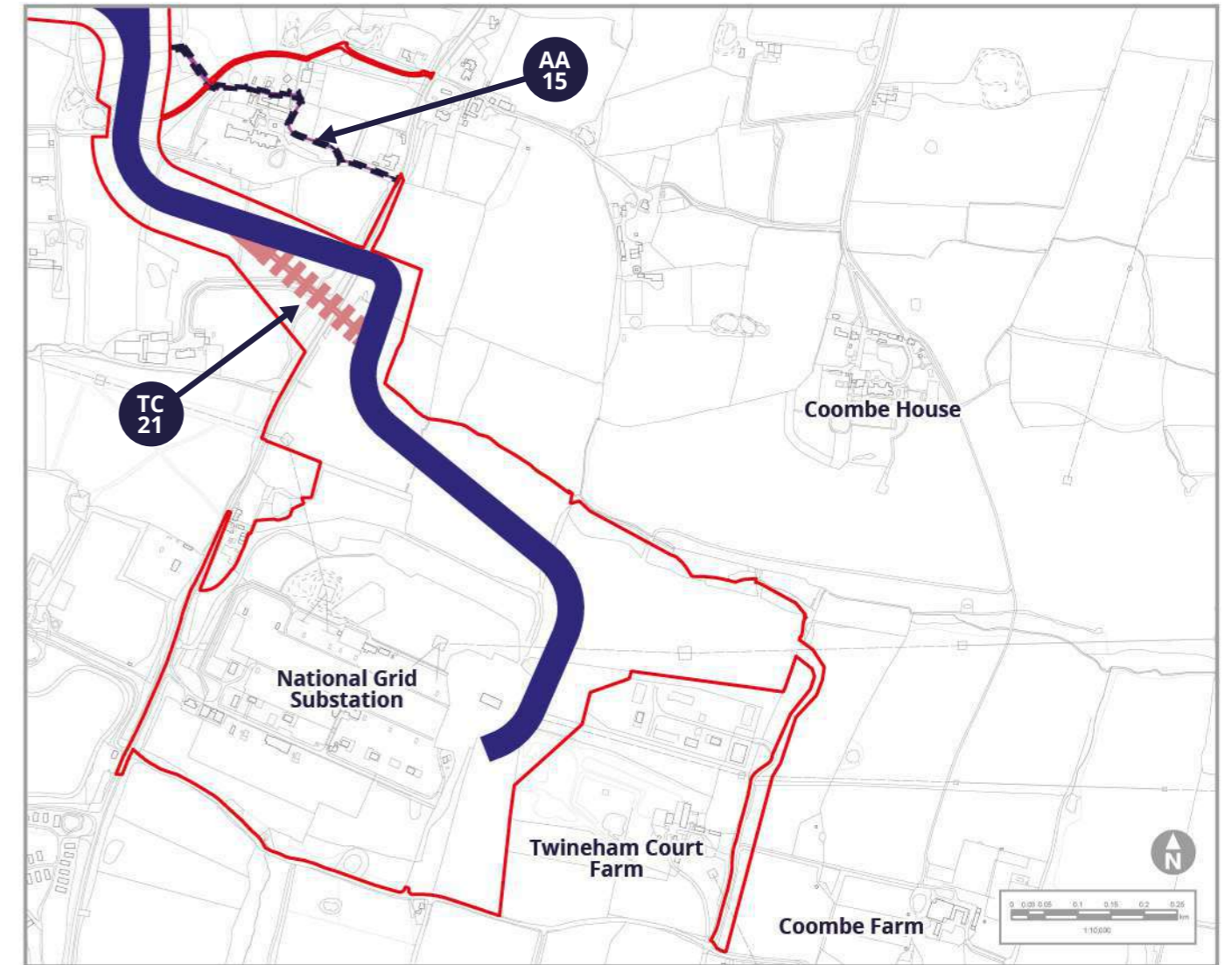
TC-20 would carry the power under Kent Street. It would also allow a woodland strip and hedgerows to remain intact.

Potential Environmental Impacts

For MR-14 there are no associated new receptors or changes to impacts compared to those already identified in our 2021 consultation.

TC-19 would be in a floodplain and nearby residential dwellings are relevant to these works. TC-20 also has some relevant nearby residential dwellings. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, air quality, noise and vibration, ecology and nature conservation, and water environment (for TC19) and transport effects (for TC20)

Area 7b: Oakendene substation to our National Grid connection



Alternative Access AA-15

AA-15 is an alternative operational access to reach our original proposed cable route via an existing track. This is an existing track which is bound by trees in places and is set in an area of Eastern Low Weald landscape character.

Trenchless Crossing TC-21

TC-21 is proposed to enable our cable route to cross under Wineham Lane without having to dig it up. It also allows some mature trees and hedgerows to remain intact.

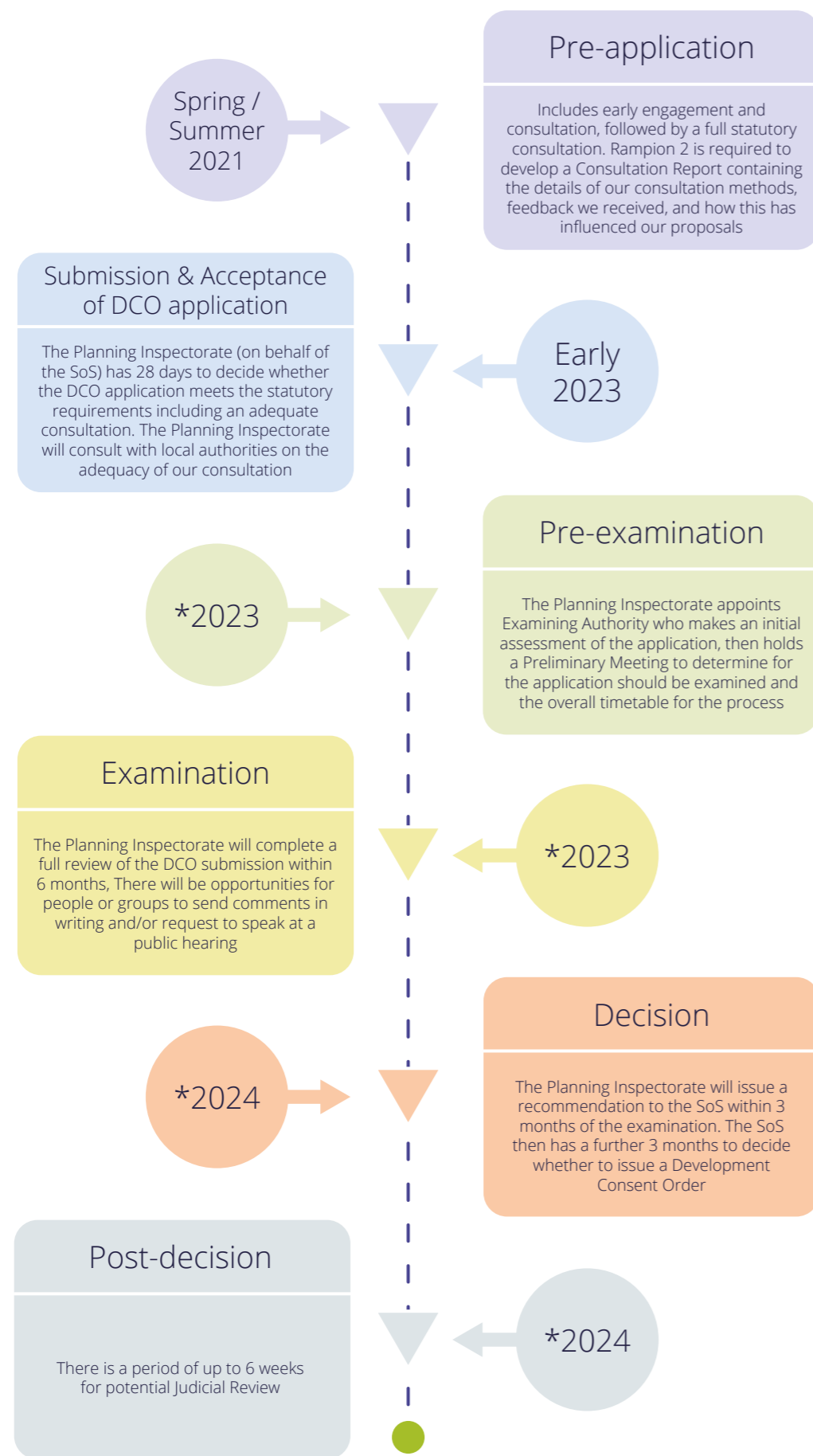
For AA-15 some mature trees may need pruning for vehicle access visibility. Some residential dwellings along Wineham Lane have been noted as potential receptors.

Residential dwellings nearby to TC-21 have been identified as relevant receptors to this crossing.

These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, air quality, noise and vibration, ecology and nature conservation (AA-15) and transport and water environment effects (TC-21).

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?

Next steps



* We have estimated 15-18 months between DCO submissions and The Planning Inspectorate decision based the typical timeframe on previous NSIP projects

How to have your say

We welcome all comments and feedback on our proposals, whatever they may be. However, you may find it helpful to think about things that might affect where, how or when we should be building or accessing our onshore electricity cable route for the changes we are asking about in this consultation.

Respond to our consultation

The best way to give your feedback is by using the **Consultation Response Form**.

Please visit www.Rampion2.com/consultation and click on 'Have your say' to submit your consultation response form.

Consultation responses will also be accepted via email at rampion2@rwe.com

or post to:

Consultation Response, FREEPOST: Rampion 2

We would greatly appreciate your feedback.

Attend our Drop In Events

We are holding four face-to-face events at these dates, times and venues.

Should you wish meet with members of the project team face-to-face to discuss our latest proposals, please do visit an event convenient to you. You will also be able to view large scale maps.

Venue	Date	Time
Arundel Town Hall Atherley Chamber, Maltravers St, Arundel, BN18 9AP	Tuesday, 1st November 2022	1:00pm – 8:00pm
Arun Yacht Club Rope Walk Riverside West, Littlehampton, BN17 5DL	Wednesday, 2nd November 2022	1:00pm – 8:00pm
Ashurst Village Hall The Street, Ashurst, Steyning, BN44 3AP	Friday 11th November 2022	1:00pm – 8:00pm
Arundel Town Hall School Lane, Washington, RH20 4AP	Saturday 12th November 2022	1:00pm – 8:00pm

We will also be running a Virtual Public Forum during the consultation period. Please visit www.Rampion2.com/consultation for up-to-date details of all our events.

Contact us

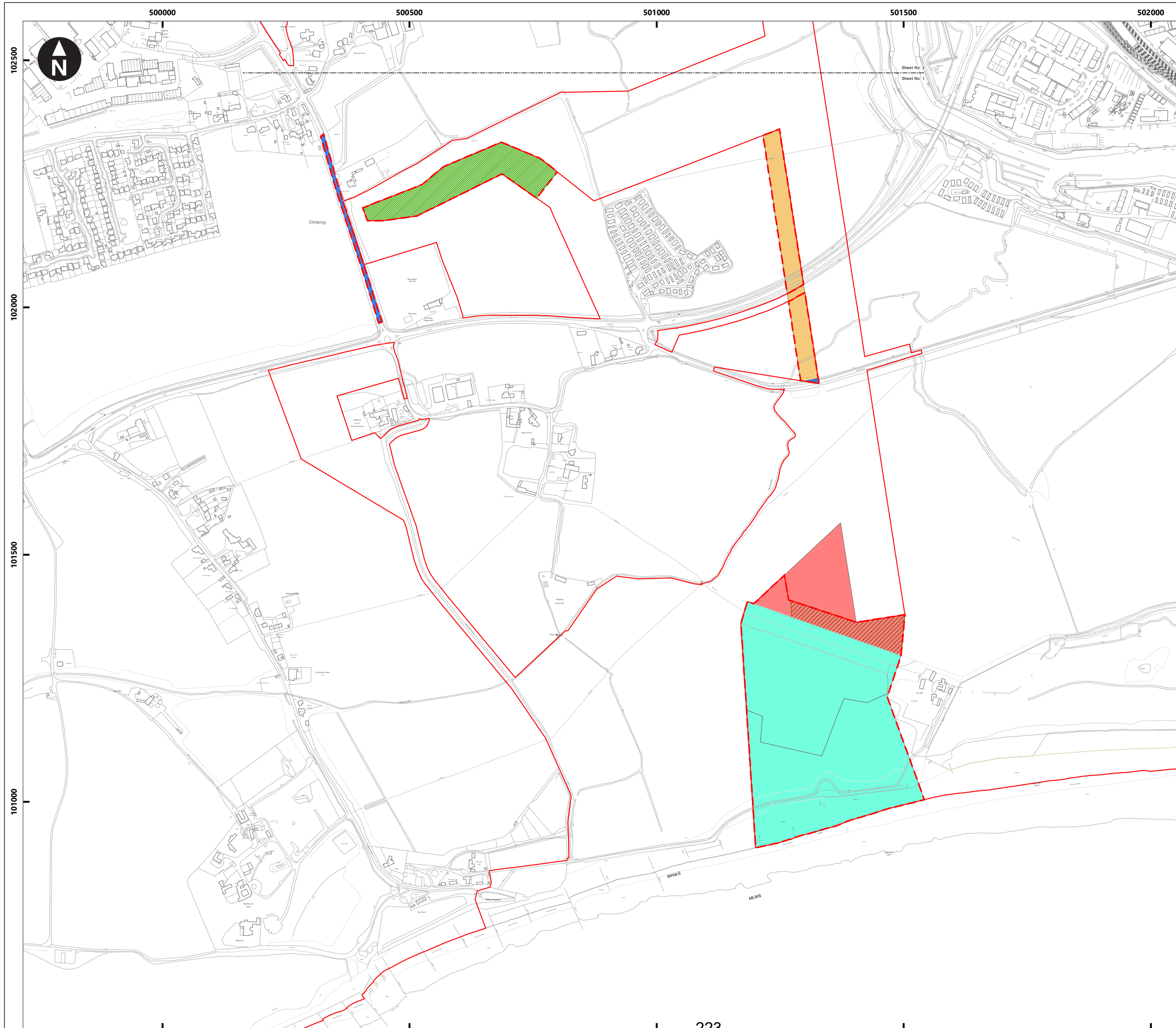
Even if you are not responding, you can ask questions or seek clarification by:
Emailing us at rampion2@rwe.com or
Call us on Freephone 0800 2800 886

We're committed to equality

If you or your organisation need assistance reading or understanding the consultation documents please contact us to discuss your requirements. Translation of key documents to other languages, large print, audio or braille format may be arranged on request.



6.7.2. **Supporting plans**



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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Temporary soil storage
- Underground landfall connection works, onshore area
- Landfall connection works, launch pit & jointing
- Cable installation works
- Construction and operational access
- Construction access

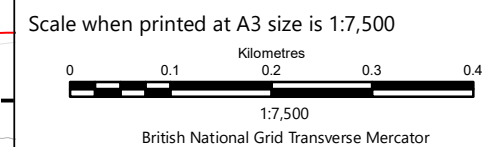
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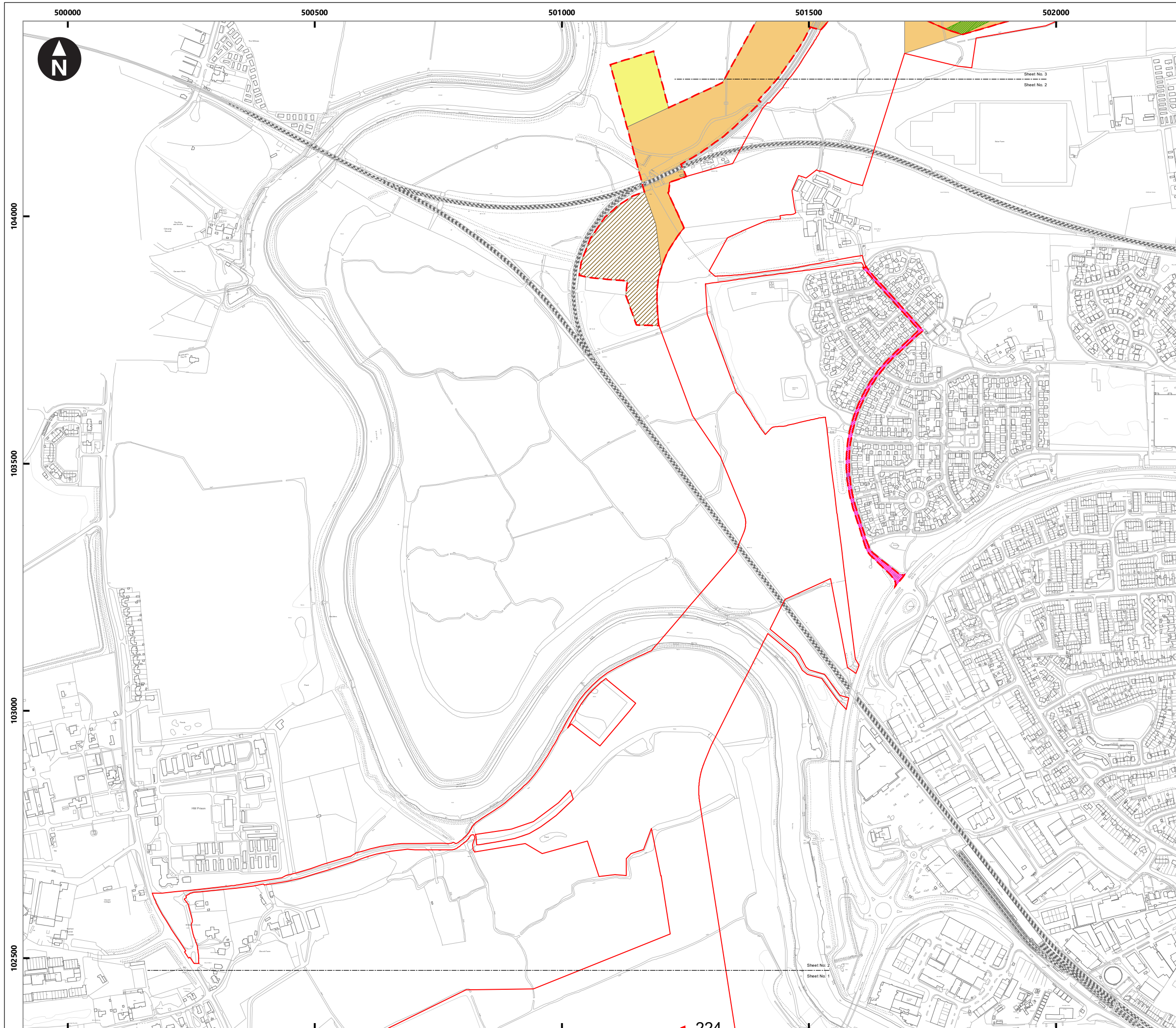


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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Temporary soil storage
- Cable installation works
- Construction access
- Operational access
- Trenchless crossing duct stringing

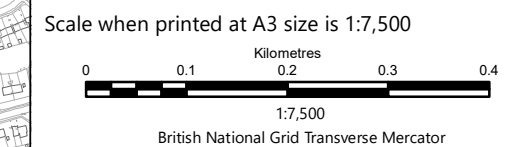
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



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-  Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
-  New areas of affected land
-  Temporary soil storage
-  Cable installation works
-  Construction and operational access
-  Construction access
-  Operational access
-  Trenchless crossing duct stringing
-  Lyminster Bypass (under construction)

NOTES:

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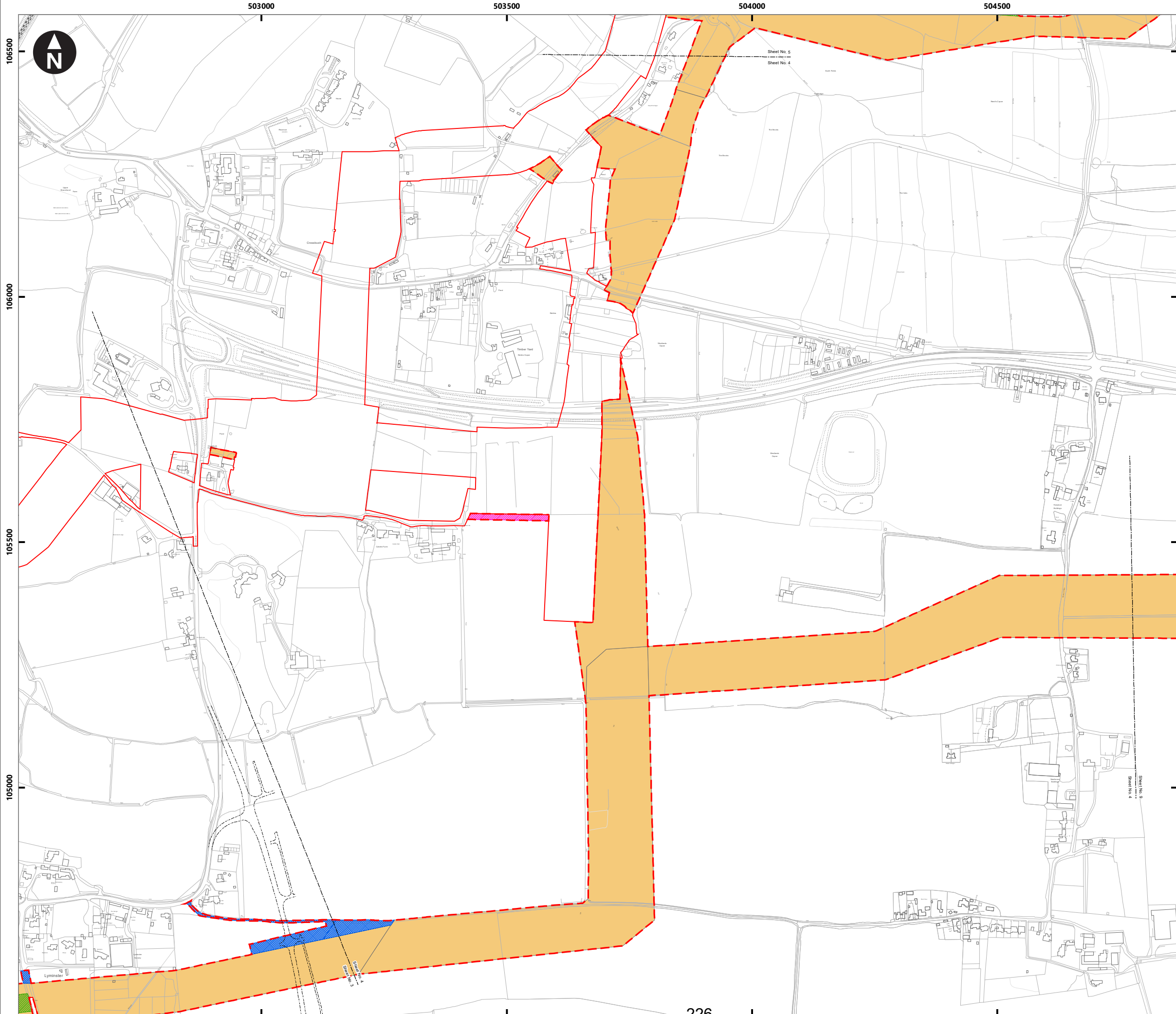


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Sheet No. 3
Sheet No. 2



- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Cable installation works
- Construction and operational access
- Construction access
- Operational access
- Lyminster Bypass (under construction)

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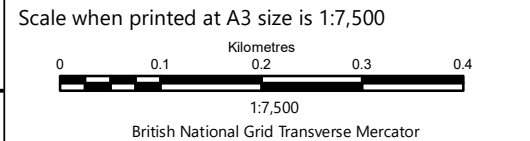
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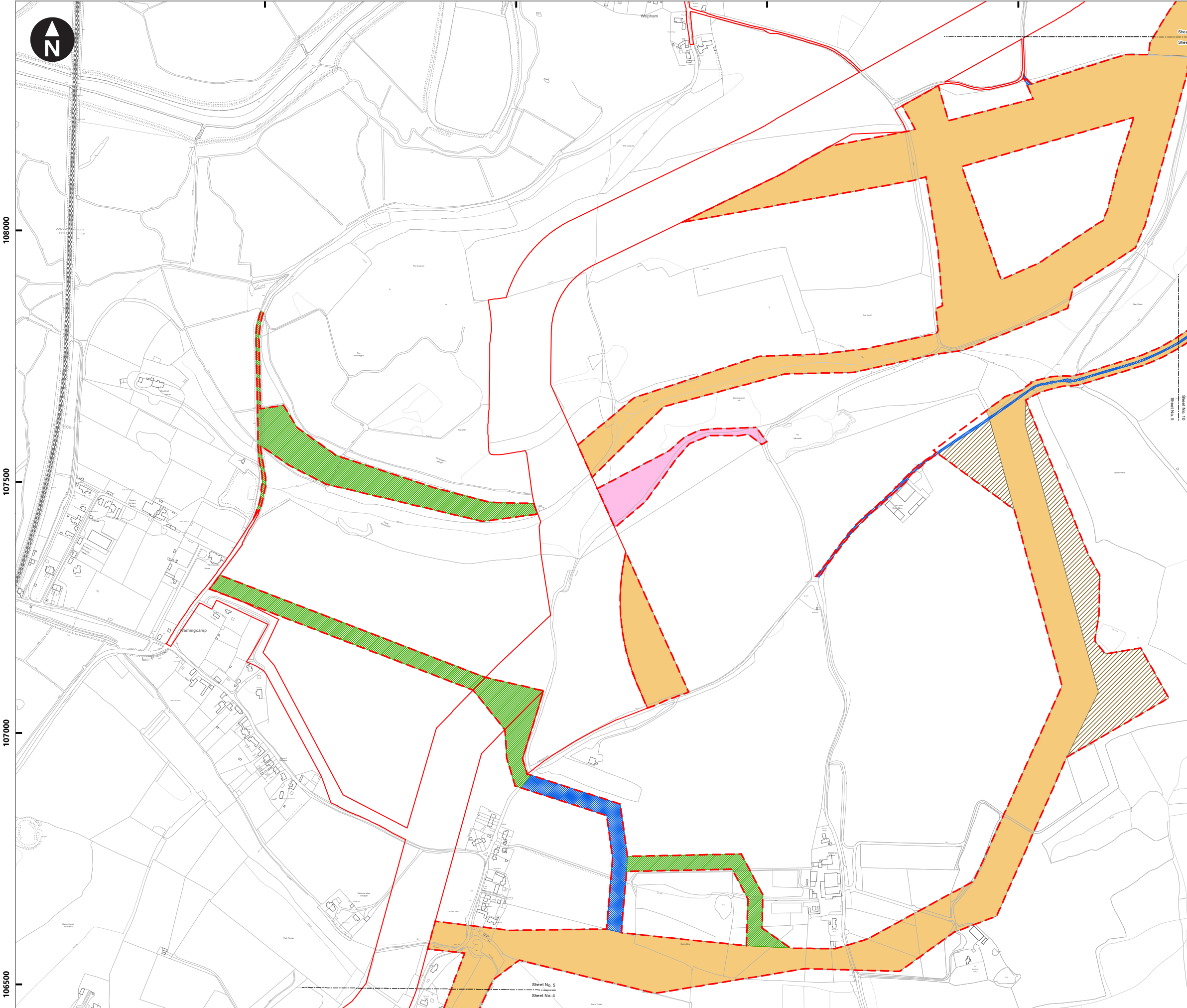


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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Temporary soil storage
- Cable installation works
- Construction and operational access
- Construction access
- Public Right of Way diversion

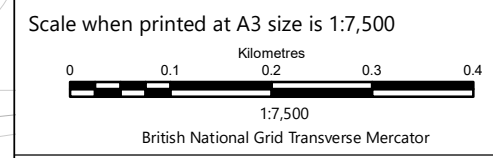
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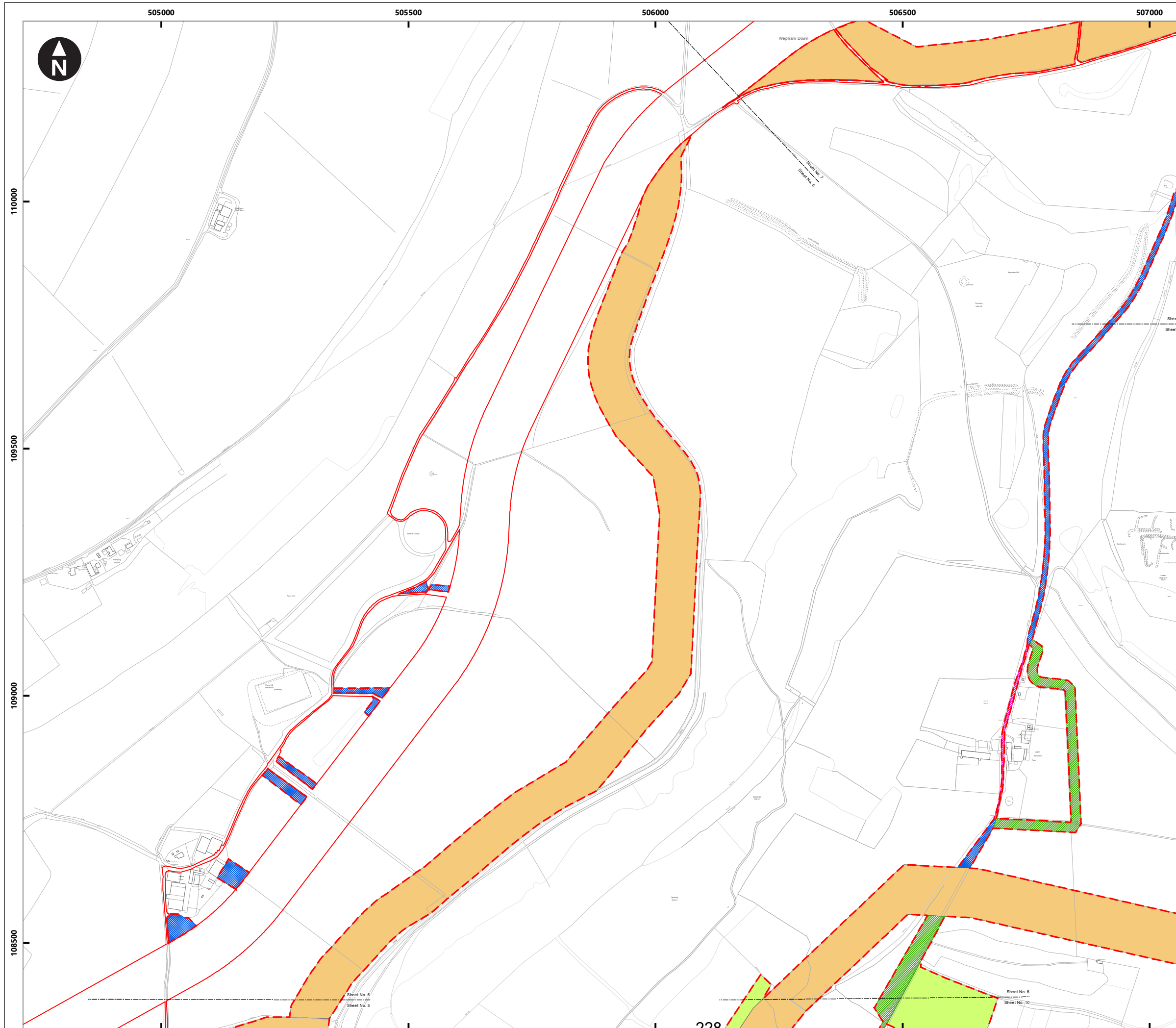


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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Cable installation works
- Construction and operational access
- Construction access
- Operational access
- Compensation area planting

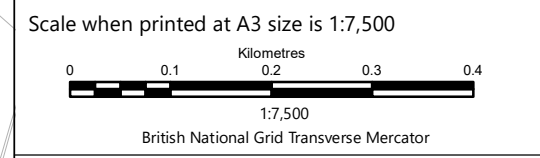
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-  Previous PEIR Assessment Boundary
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-  Construction and operational access
-  Construction access
-  Operational access

NOTES:

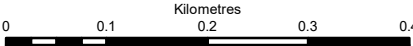
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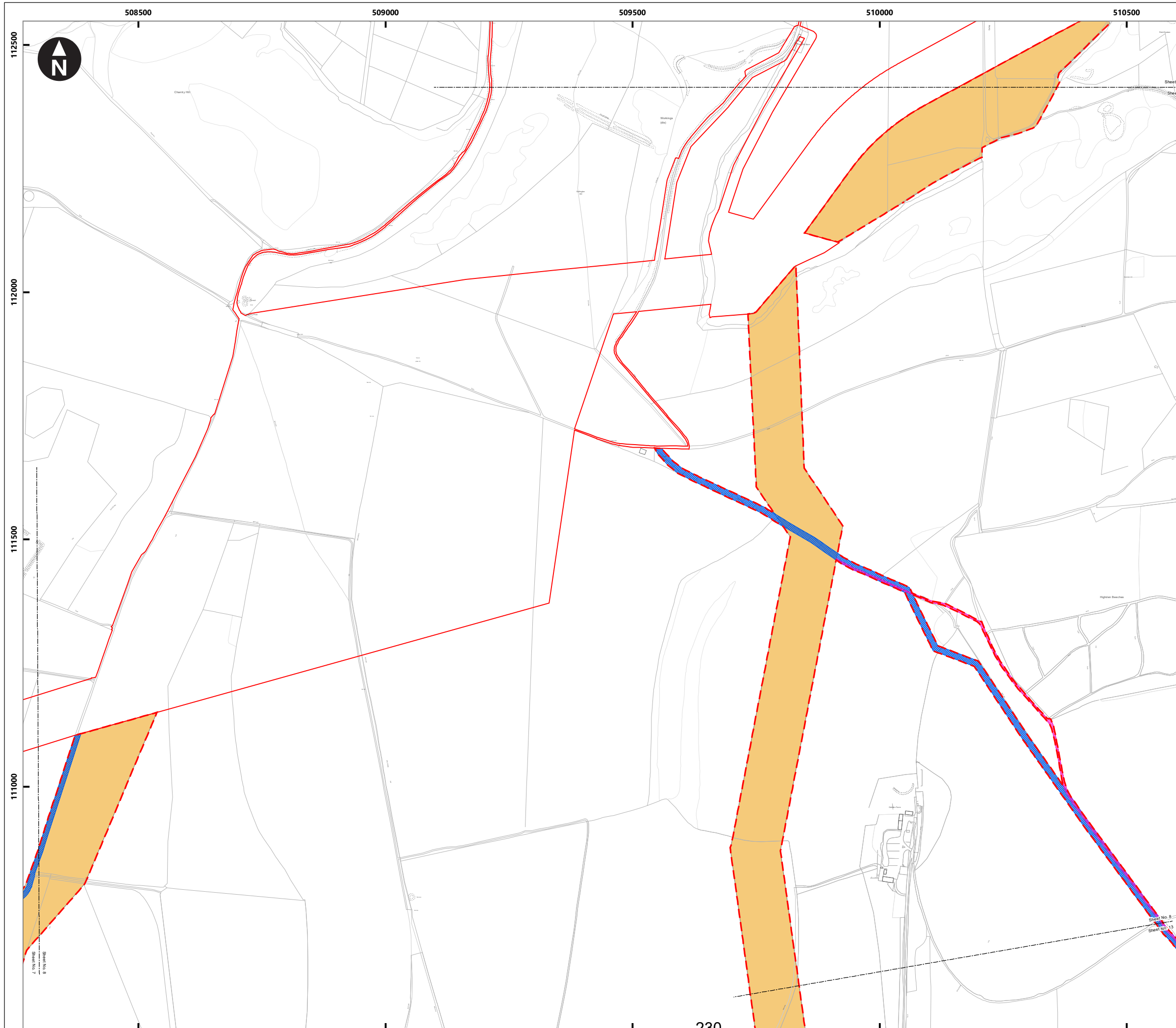


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- Cable route alternatives and modifications:**
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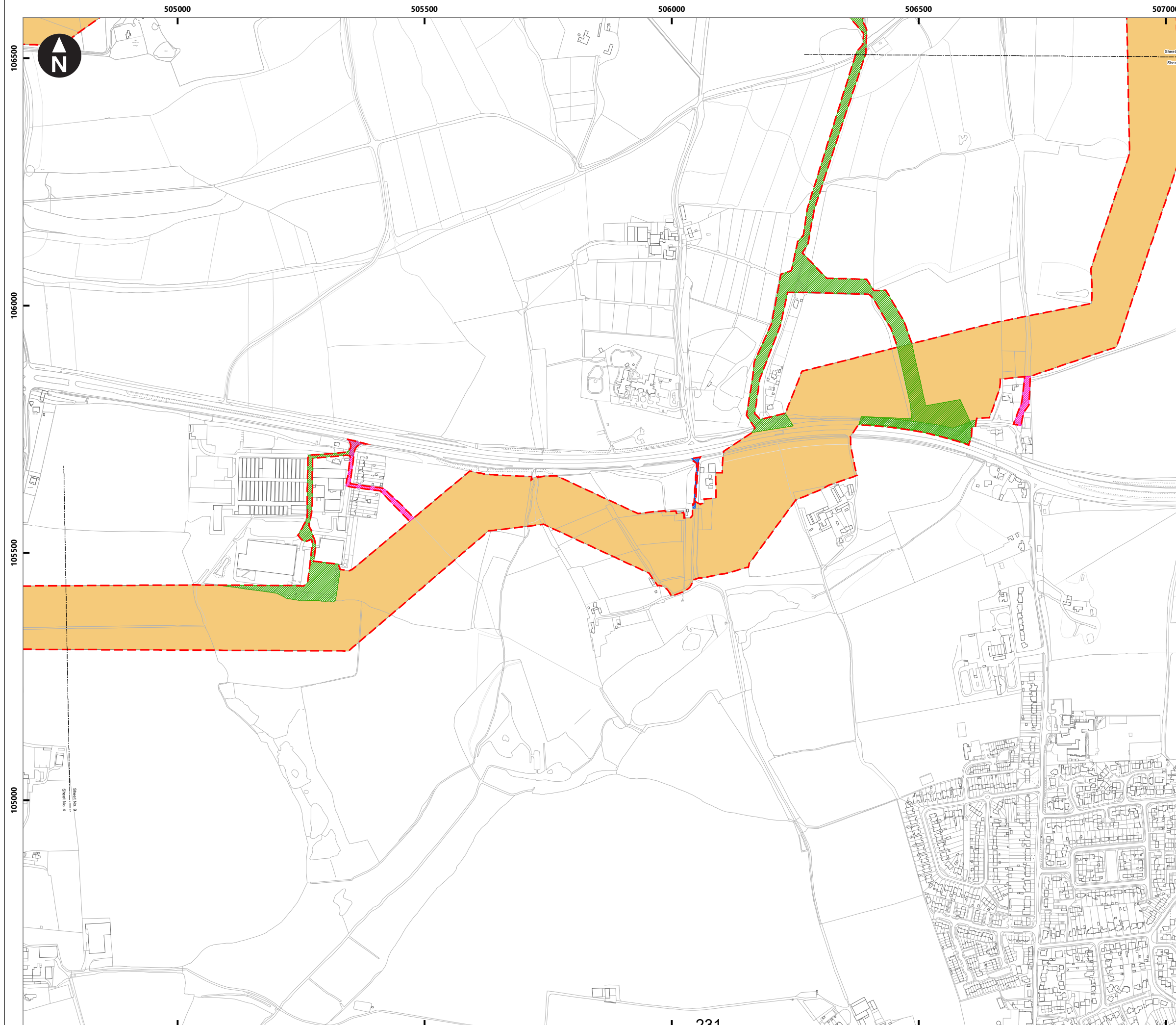
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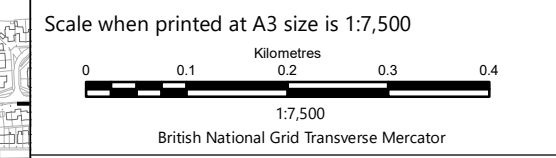
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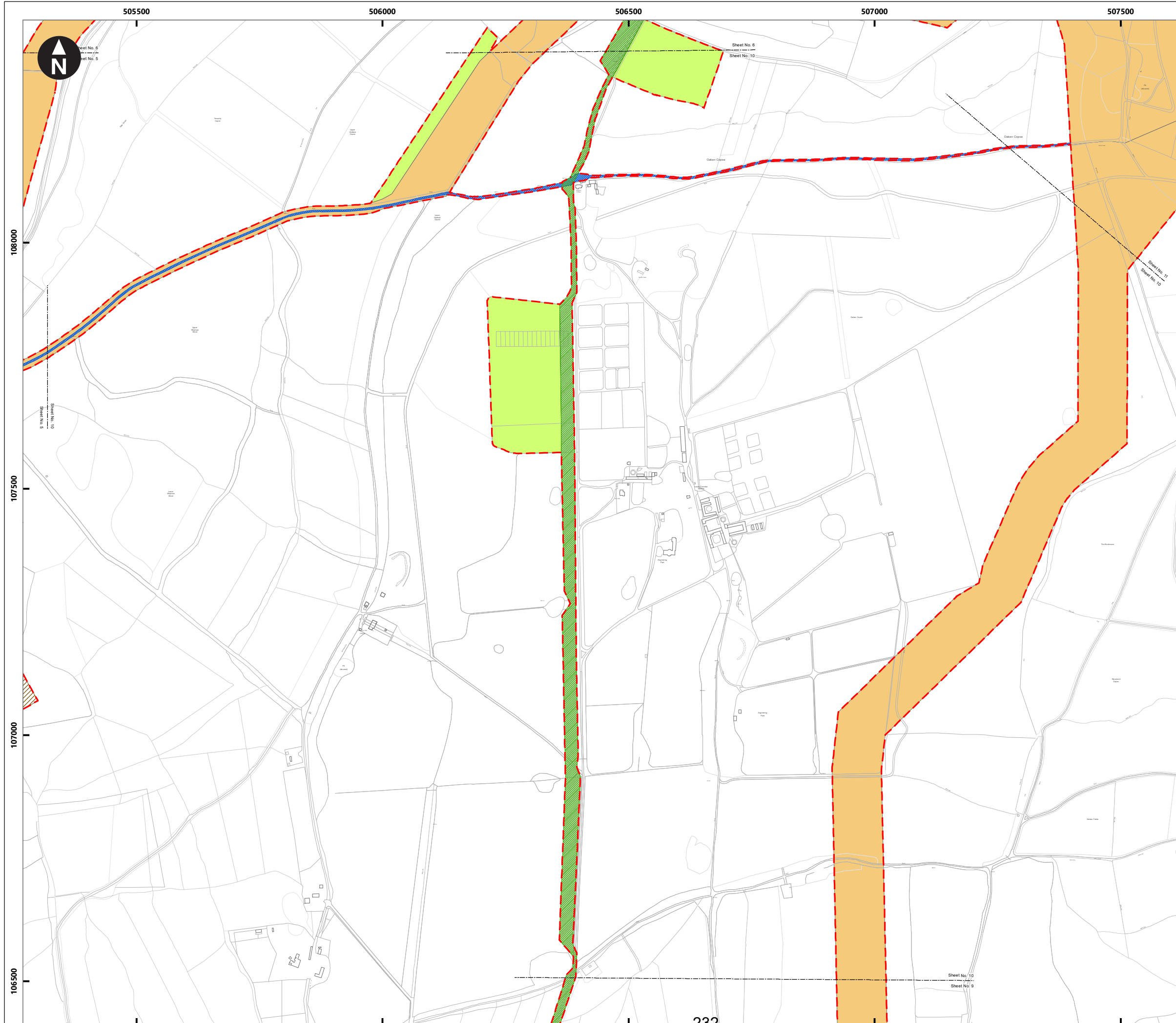


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Cable route alternatives and modifications:

- New areas of affected land
- Temporary soil storage
- Cable installation works
- Construction and operational access
- Construction access
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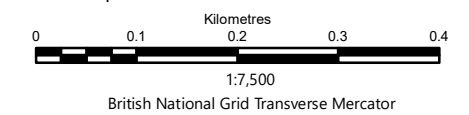
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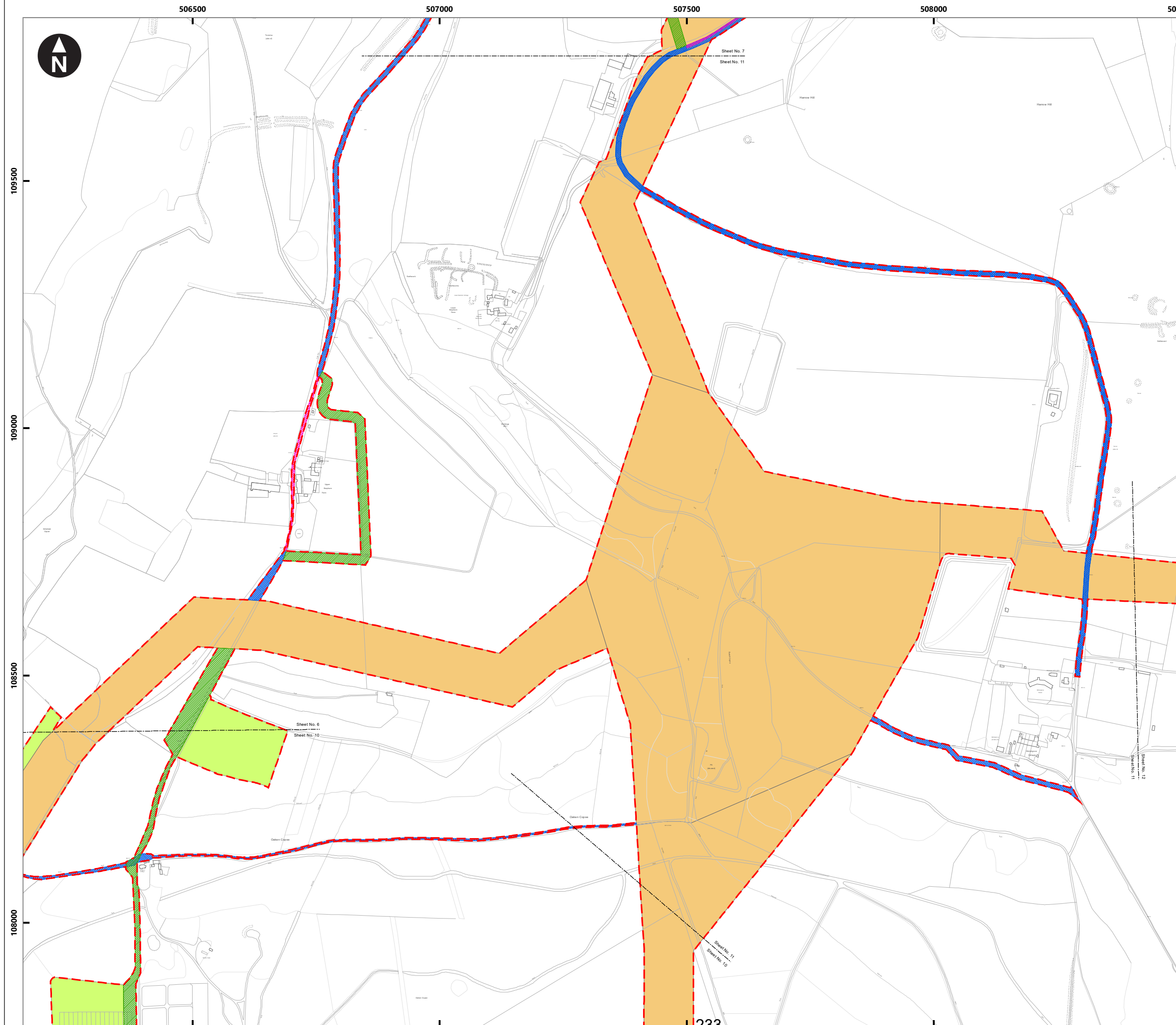
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- Cable route alternatives and modifications:**
- New areas of affected land
 - Cable installation works
 - Construction and operational access
 - Construction access
 - Operational access
 - Compensation area planting

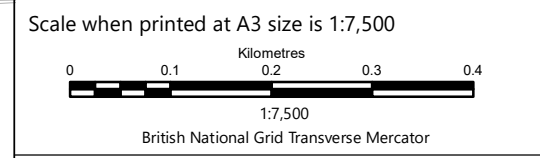
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Cable route alternatives and modifications:

-  New areas of affected land
-  Cable installation works
-  Construction and operational access
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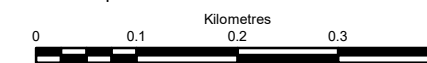
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Rampion Extension Development Limited

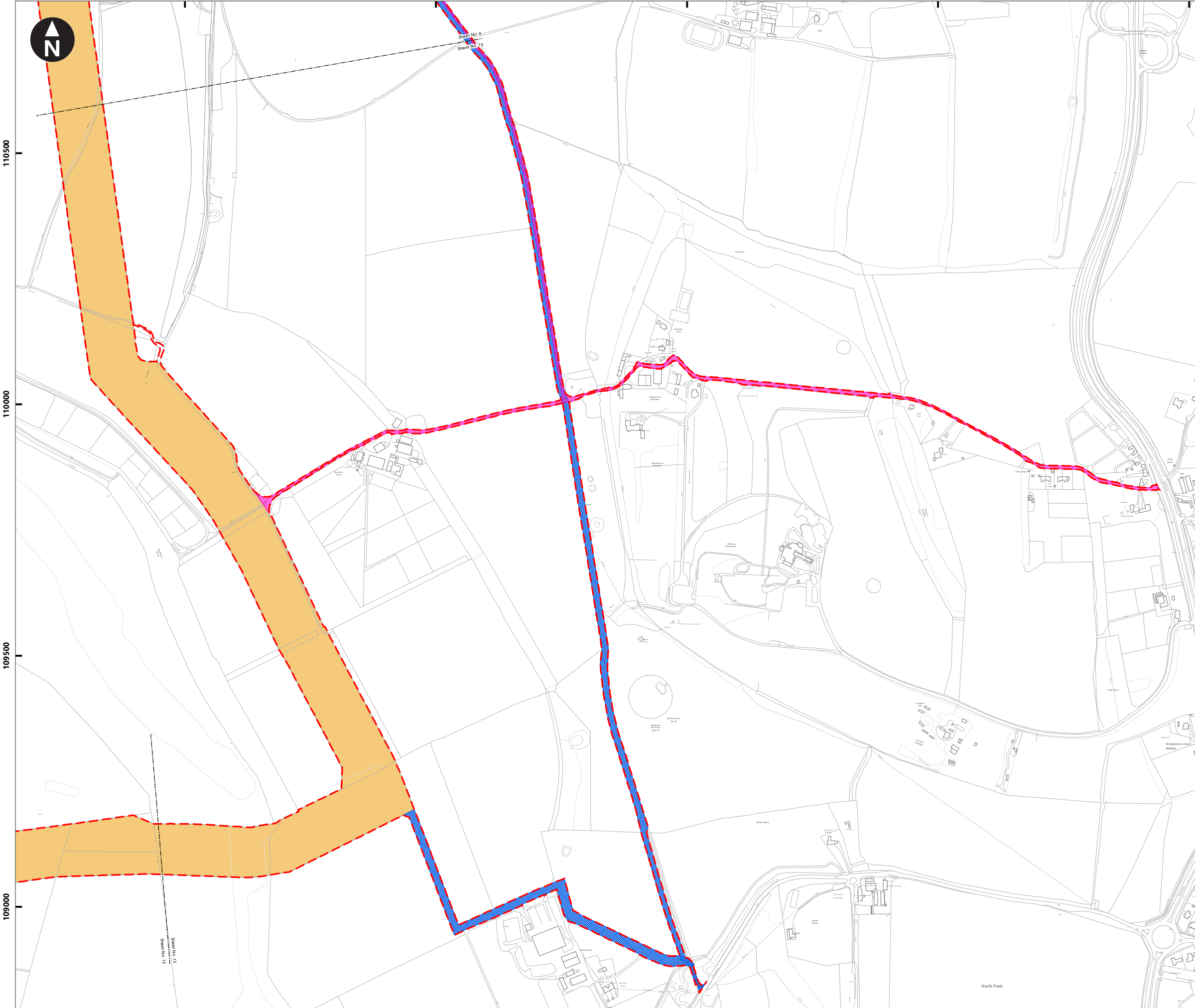


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Cable route alternatives and modifications:

- New areas of affected land
- Cable installation works
- Construction and operational access
- Operational access

NOTES:

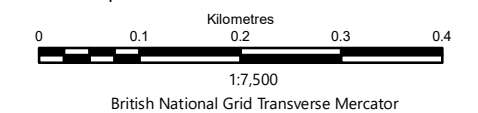
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Scale when printed at A3 size is 1:7,500



Rampion Extension Development Limited



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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Cable installation works
- Construction access

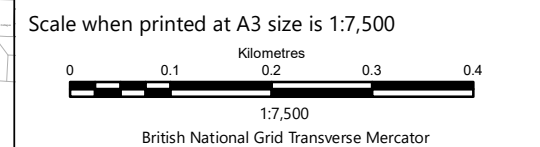
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Sheet No. 14
Sheet No. 8

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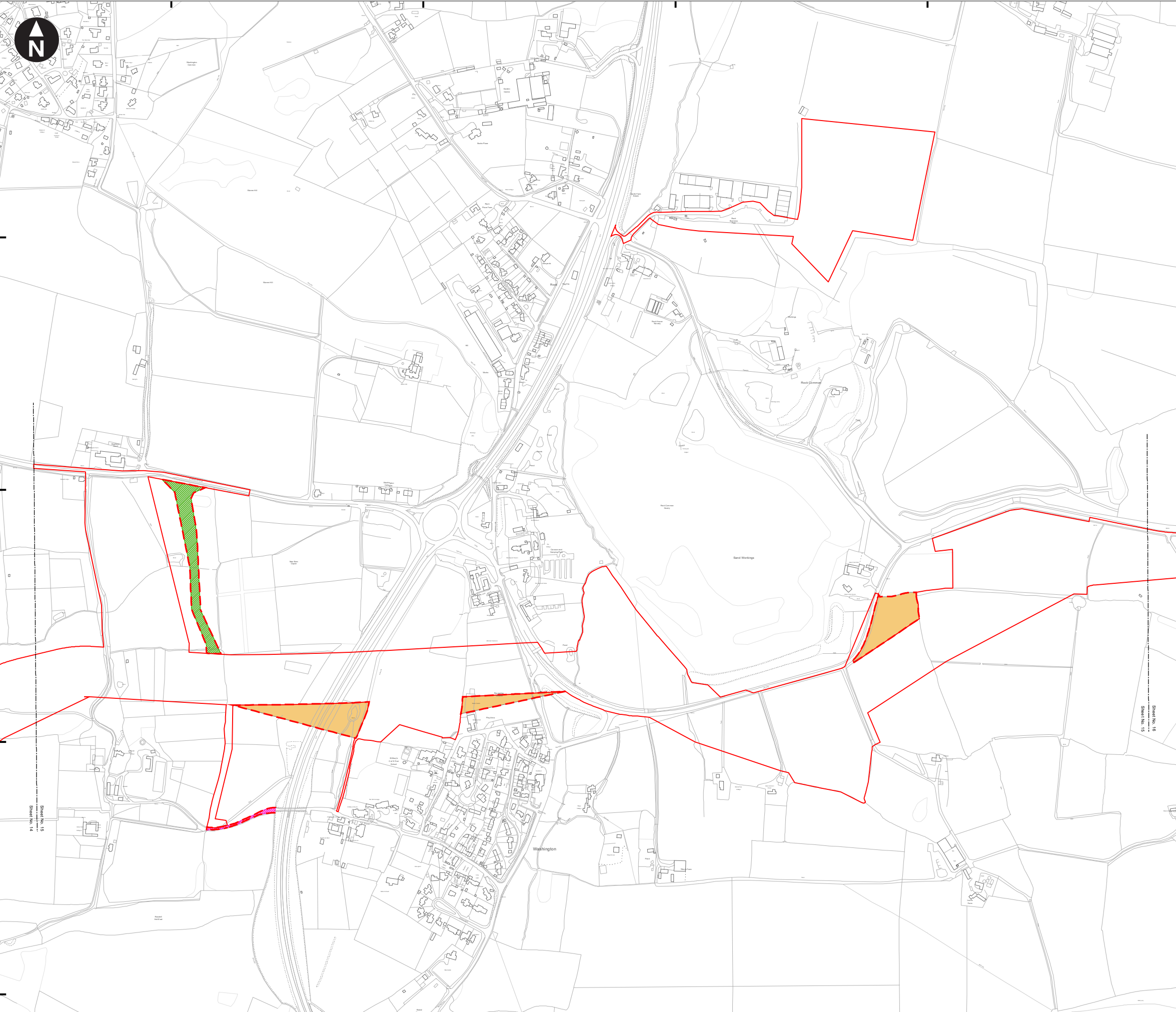
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- Previous PEIR Assessment Boundary
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- New areas of affected land
- Cable installation works
- Construction access
- Operational access

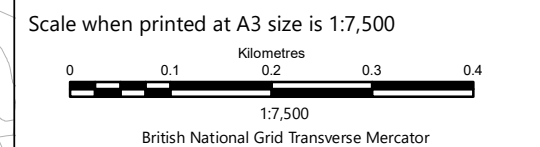
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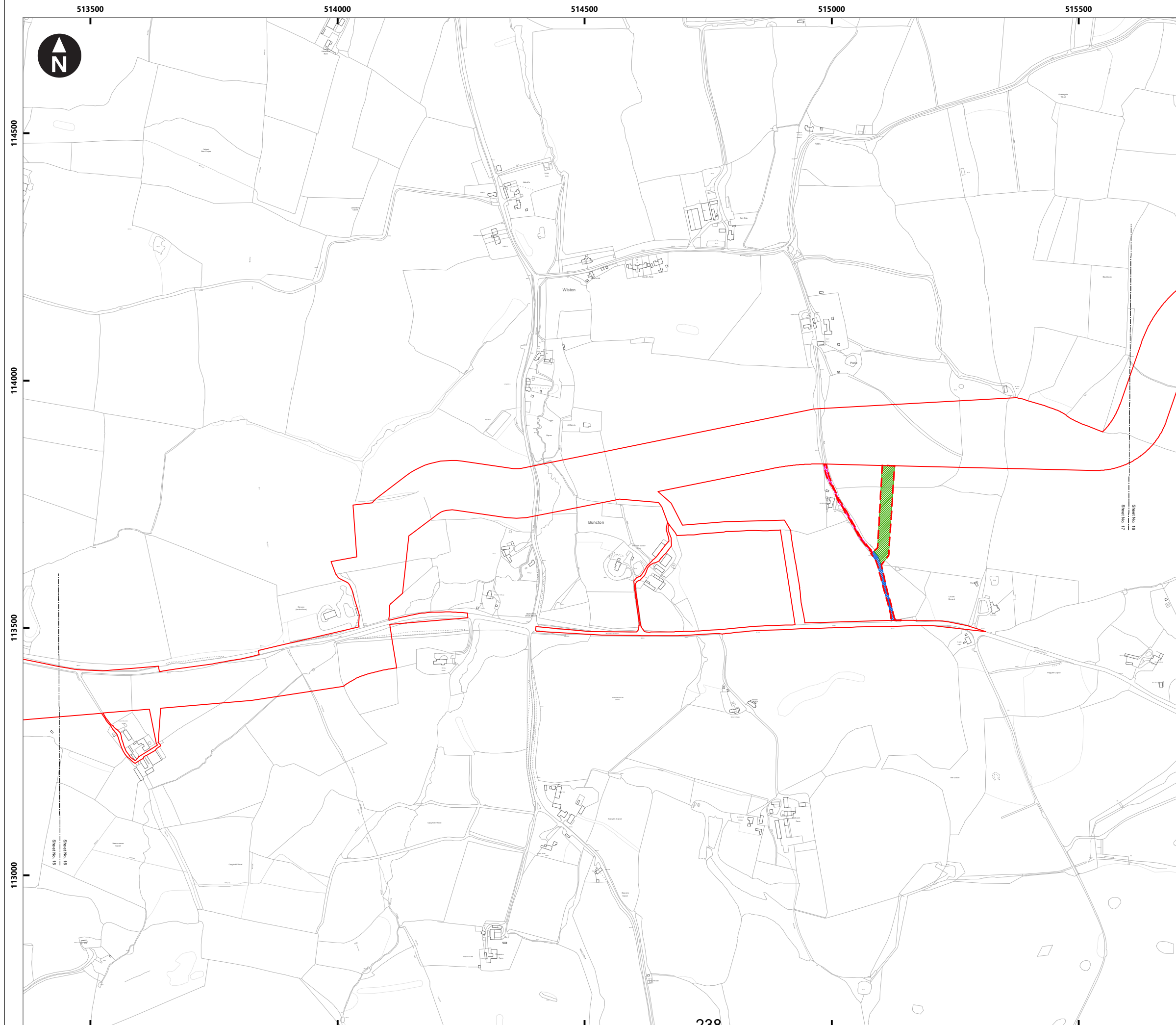


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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Construction and operational access
- Construction access
- Operational access

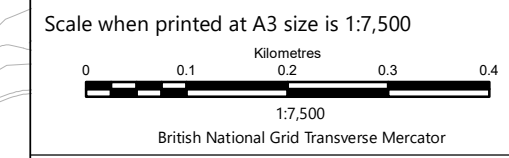
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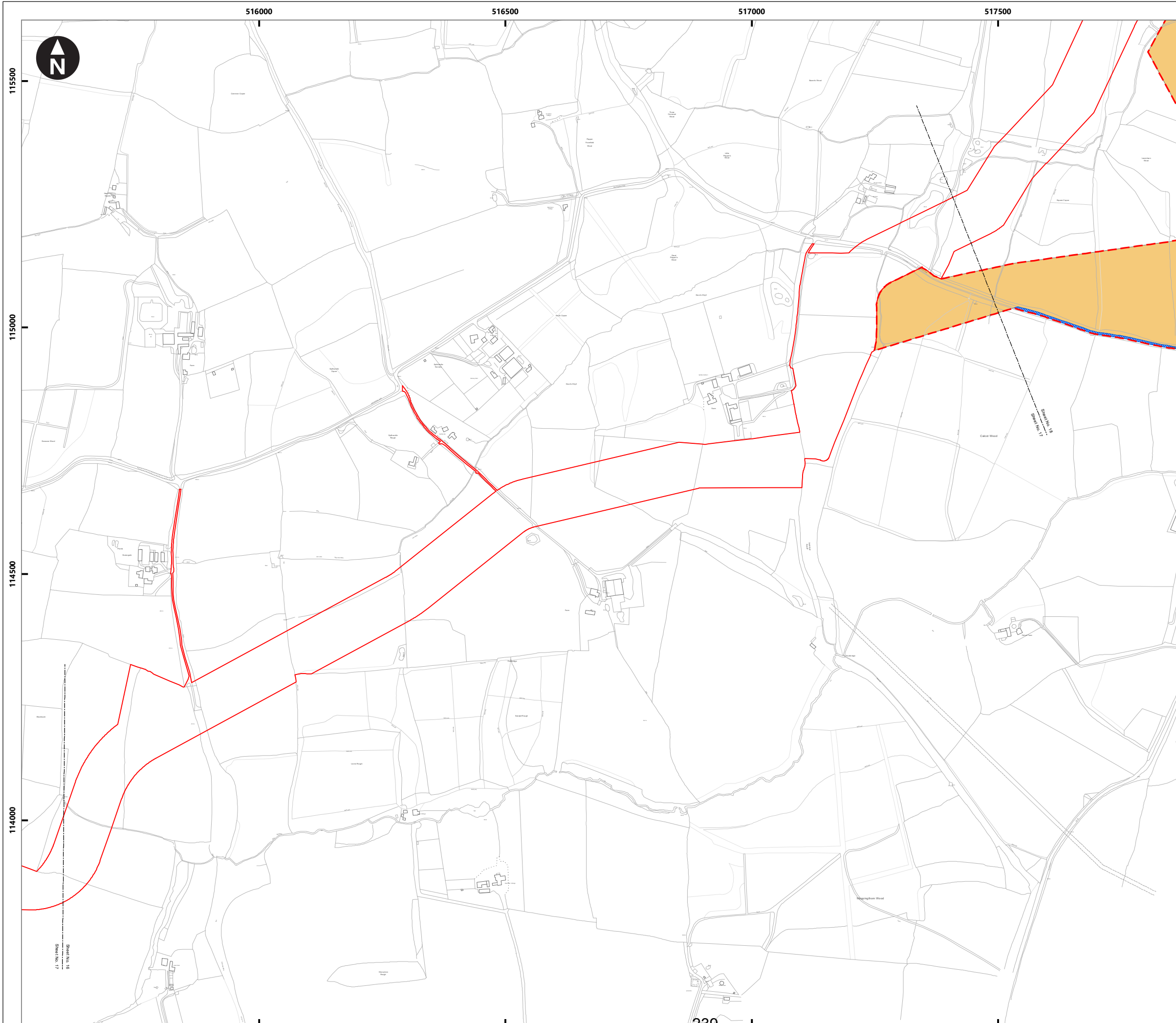


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- Previous PEIR Assessment Boundary
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- New areas of affected land
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- Construction and operational access

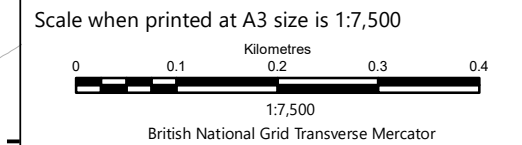
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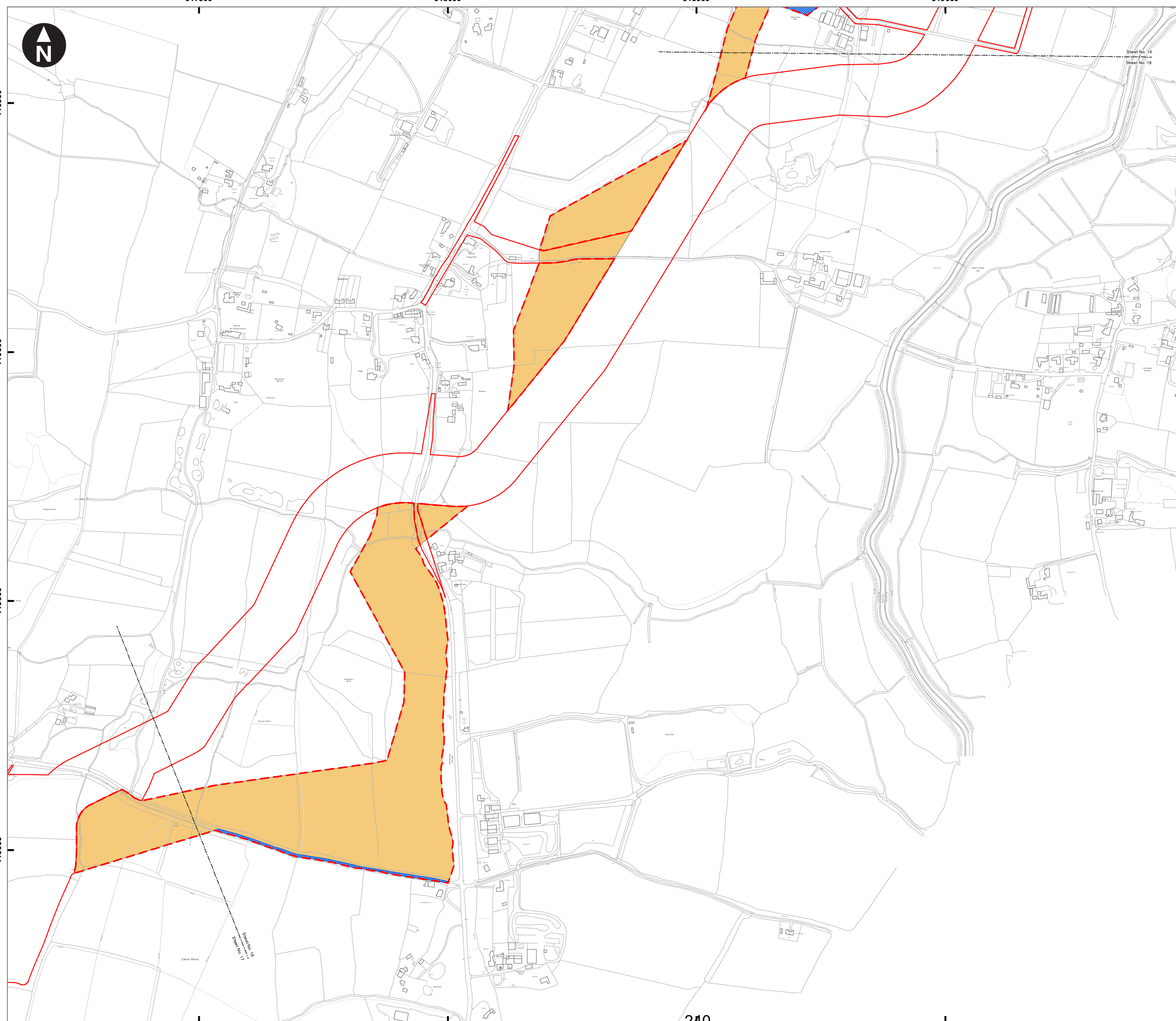


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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Cable installation works
- Construction and operational access

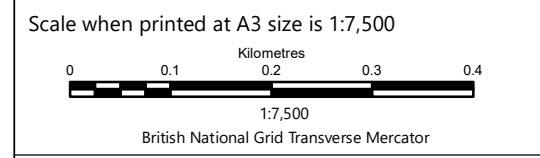
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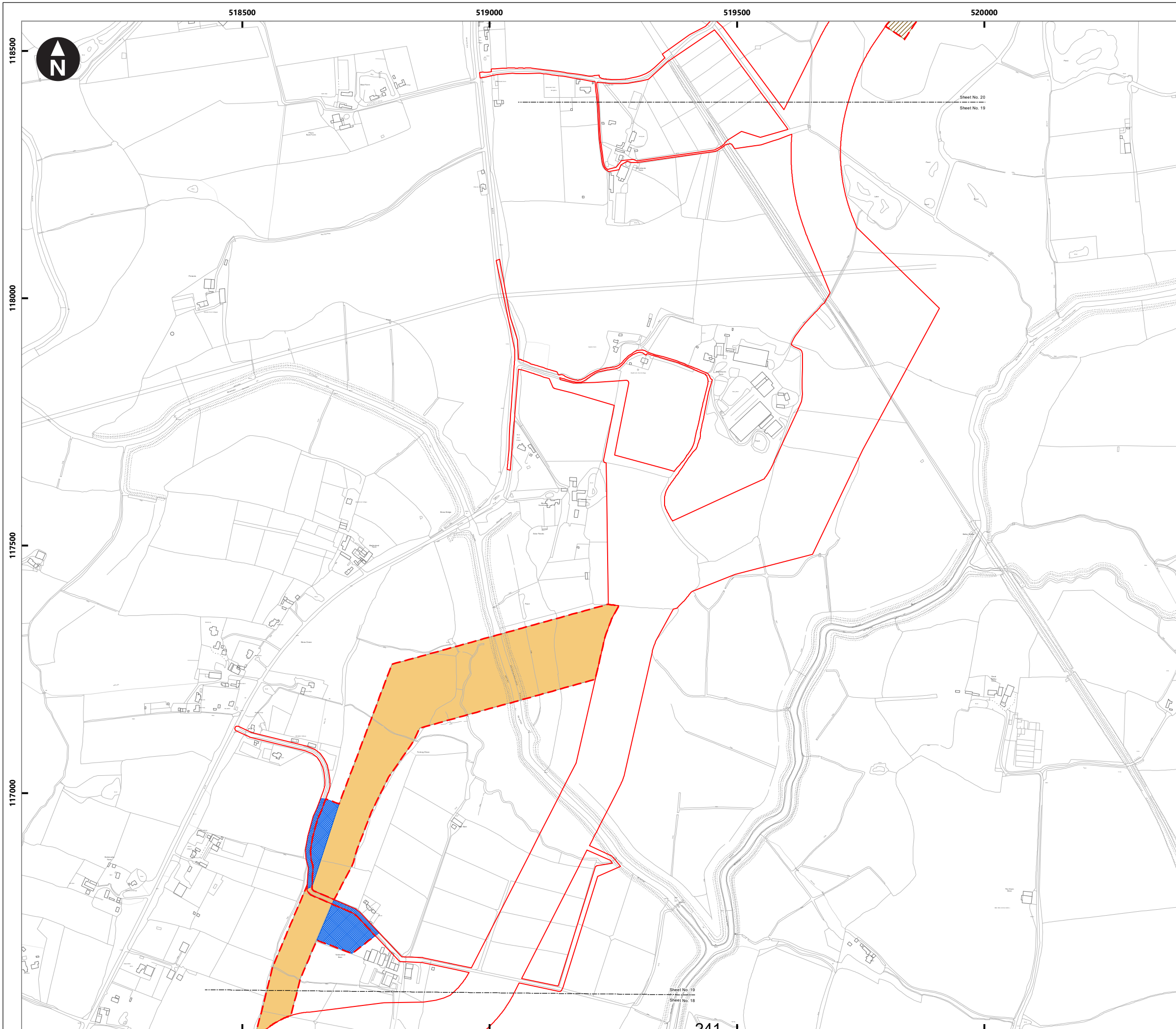


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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
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- Temporary soil storage
- Cable installation works
- Construction and operational access

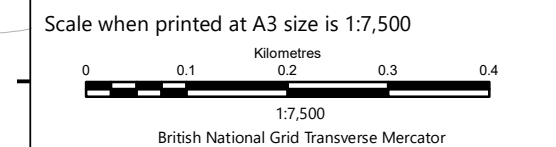
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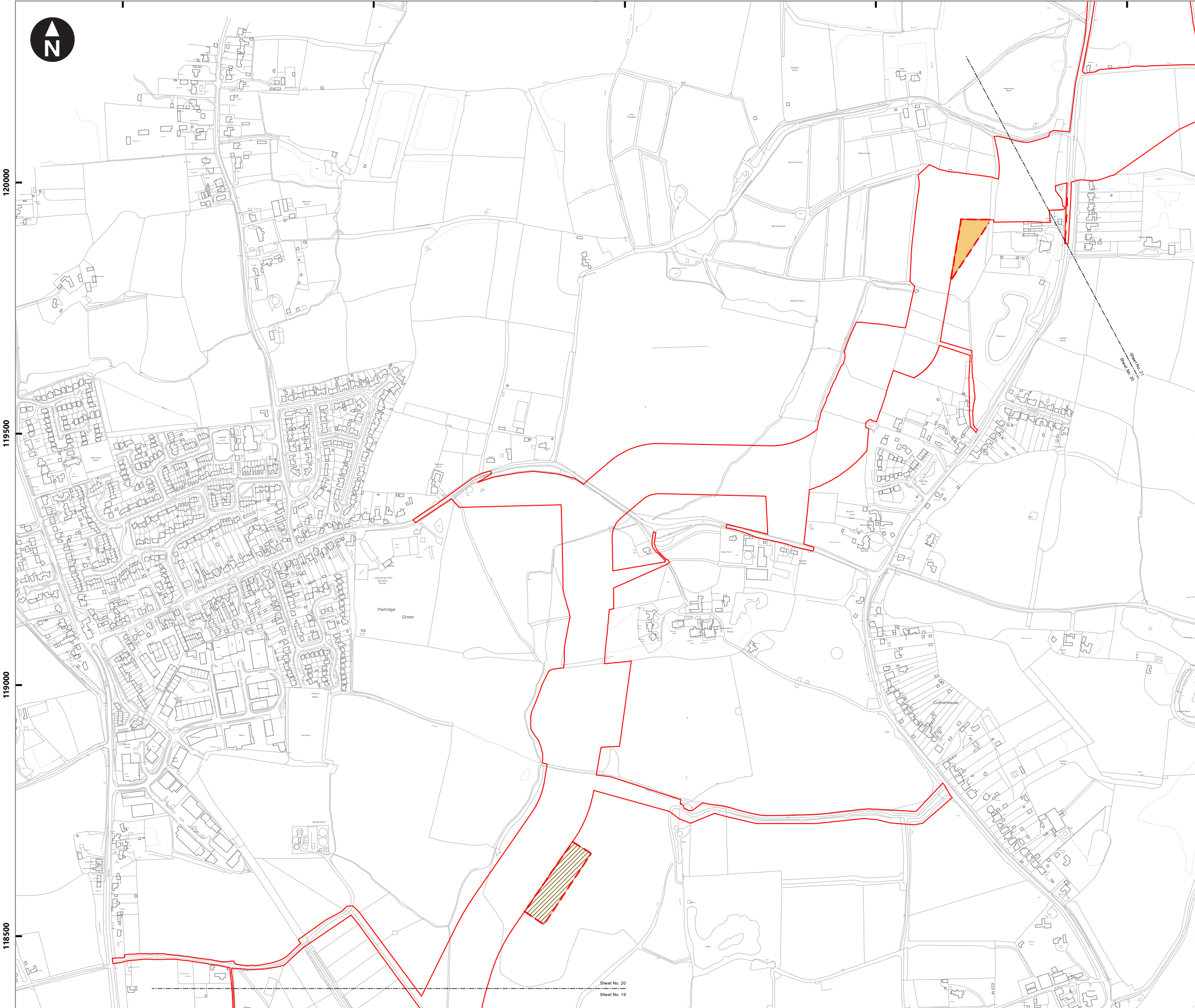
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- Previous PEIR Assessment Boundary
- Cable route alternatives and modifications:**
- New areas of affected land
- Temporary soil storage
- Cable installation works

NOTES:

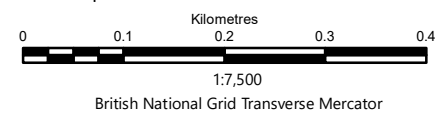
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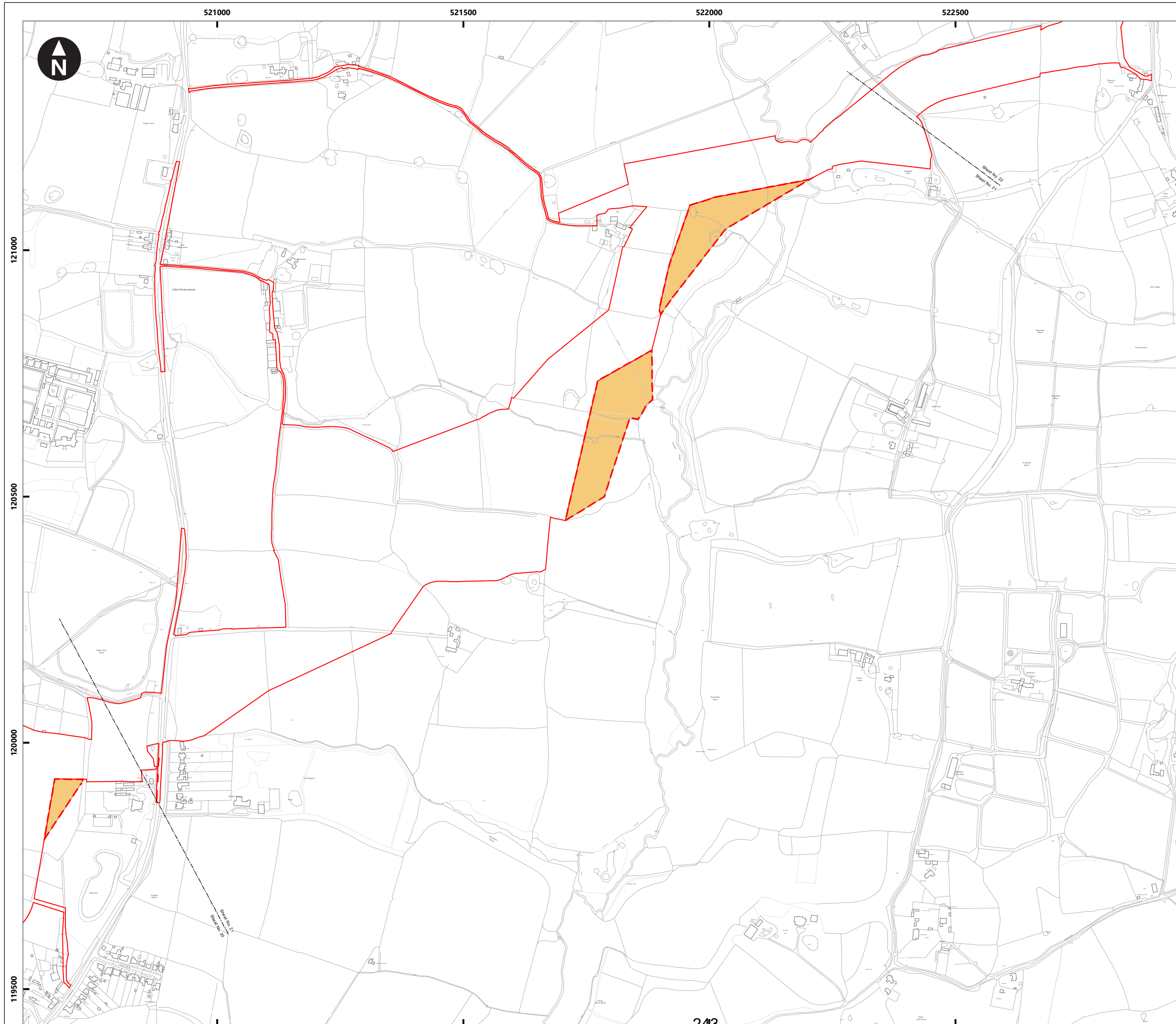
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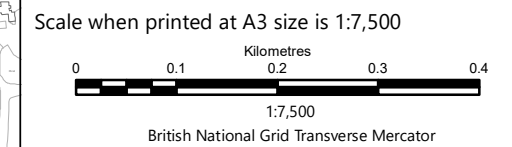
- Previous PEIR Assessment Boundary
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- Previous PEIR Assessment Boundary
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- Operational access

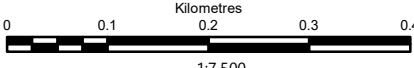
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British National Grid Transverse Mercator

Rampion Extension Development Limited



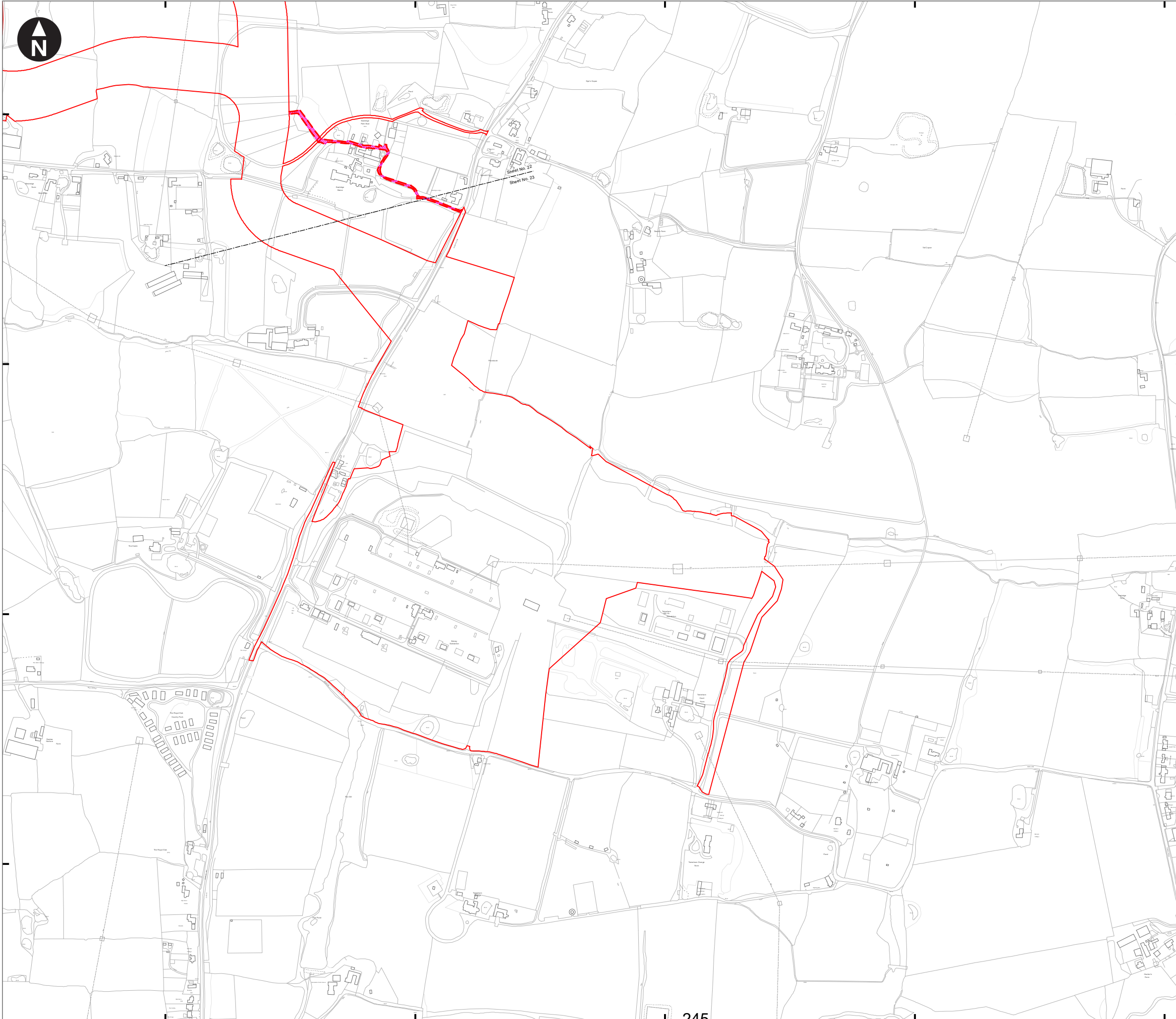
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Company: WOOD	Drawn By: MILLII	Chk/Aprvd: NAGELS	Drawn Date: 06-Oct-22	Status: REVIEW
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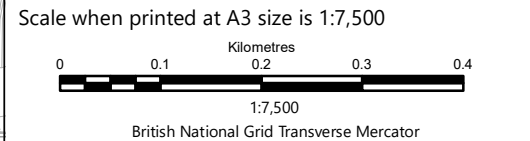
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6.7.3. **Response form**



Rampion 2: Second round of statutory consultation

Potential onshore cable route changes

Please complete this consultation response form to let us know your views on our potential onshore cable route changes. Please note, this consultation is not revisiting the whole project such as the offshore elements or the onshore electricity substation.

The closing date for responses is Tuesday 29th November 2022 at 23:59.

We welcome all comments and feedback on the potential changes to our onshore cable route proposals. Your feedback is important to us and will help us decide our final onshore cable route. This will then form part of our Development Consent Order (DCO) application early next year, which will be accompanied by a Consultation Report. Our Consultation Report will explain how comments received during the consultation have been considered and taken into account.

This form seeks feedback on cable route areas, set out as questions 1-7. Please note, you do not have to complete all of these questions if you are only interested in a particular area of the route. However, we would welcome your comments on the potential changes and the consultation more widely in response to questions 8-10, and please do also complete questions 1-6 in the 'About You' section of the Consultation Response Form.

The Data Protection Act 2018

We are committed to protecting your personal information. Whenever you provide such information it will be processed in compliance with the General Data Protection Regulation (GDPR) by Rampion 2.

How will Rampion 2 use the information we collect about you?

We will use your personal data collected via this engagement for a number of purposes, including to:

- analyse your feedback to the consultation
- produce a Consultation Report, based on our analysis of responses (individuals will not be identified in the report)
- write to you with updates about the results of the consultation and other developments
- keep up-to-date records of our communications with individuals and organisations

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- Rampion 2
- The Planning Inspectorate (which will consider our DCO application for permission to build Rampion 2)
- The Secretary of State for Business, Energy and Industrial Strategy (who will take the decision on our DCO application)
- our legal advisers
- consultants working on the Rampion 2 project



It is also possible that trusted third-party providers, for example construction companies, may later use the contact details provided in your responses to communicate with you about the project.

What rights do I have over my personal data?

Under the terms of the GDPR, you have certain rights over how your personal data is retained and used by Rampion 2. For more information, see our full data privacy notice:

<https://rampion2.com/privacy-policy/>

Consultation Questions

Q1.	Area 1: Climping Beach (landfall) to Lyminster	p.4
Q2.	Area 2: Lyminster to Sullington Hill (Modified Route)	p.6
Q3.	Area 3: Crossbush to Michaelgrove (Central Route)	p.8
Q4.	Area 4: Lyminster to Sullington Hill (Eastern Route)	p.10
Q5.	Area 5: West and North of Washington	p.12
Q6.	Area 6: Wiston to Kings Lane	p.14
Q7.	Area 7: Substation Approach	p.16
Q8.	Environmental Information	p.18
Q9.	Other comments	p.19
Q10.	The consultation	p.20
	About You	p.21
	How to submit your Response Form	p.24

1. Area 1

Climping Beach (landfall) to Lyminster

This refers to sections of the proposed route including;

- a. Climping Beach to Ferry Road
- b. Ferry Road and the A259
- c. Crossing the tracks at Arundel Junction

Please see **Area 1** of the consultation booklet for more details.

Q1a. Do you support or oppose our potential changes presented in **Area 1a**: Climping Beach to Ferry Road?

Strongly support Support Neutral Oppose Strongly oppose Don't know

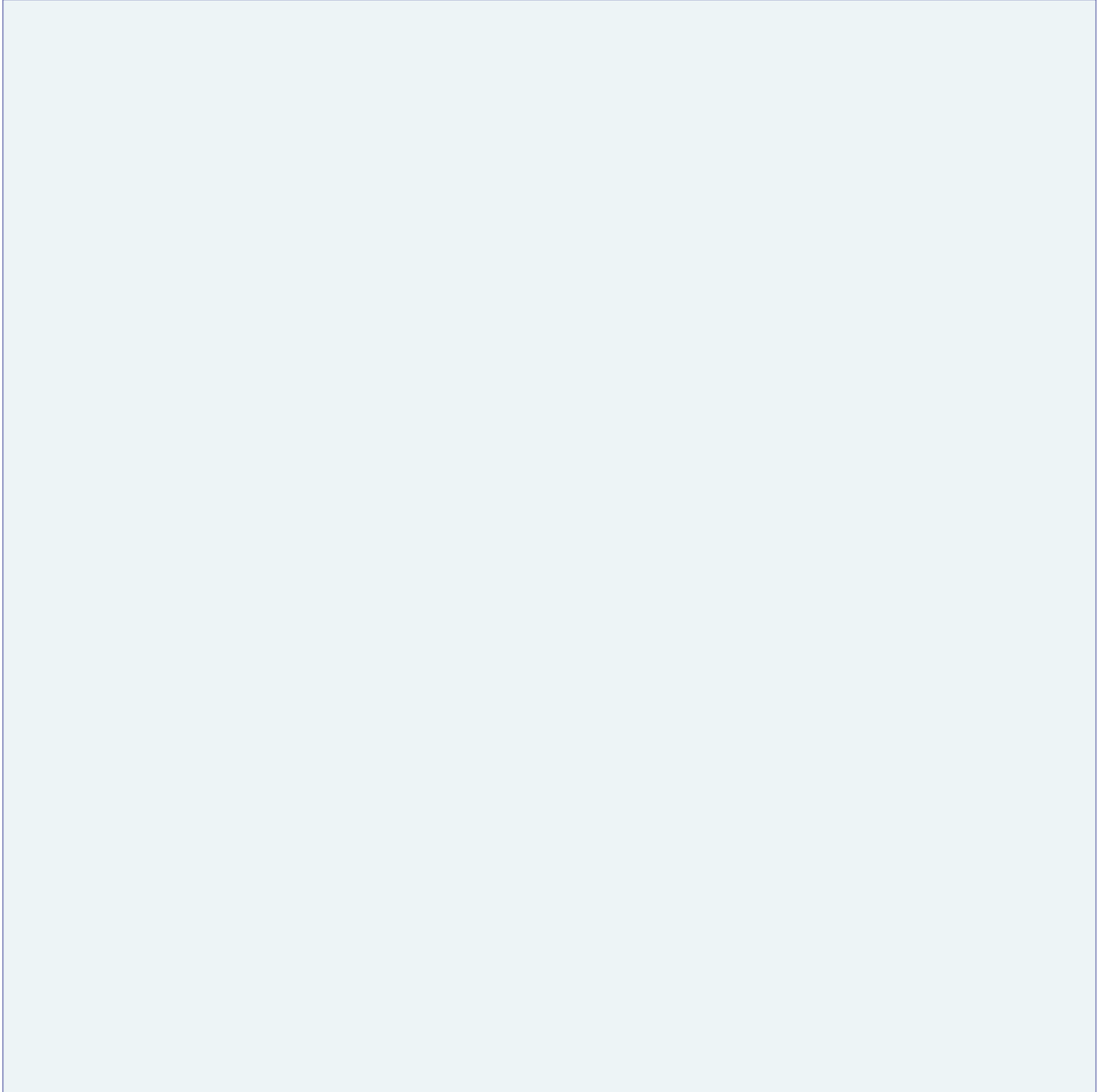
Q1b. Do you support or oppose our potential changes presented in **Area 1b**: Ferry Road and the A259?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q1c. Do you support or oppose our potential changes presented in **Area 1c**: Crossing the tracks at Arundel Junction?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q1d. Please let us know the reasons for your response to **Q1a – Q1c** and if your comments relate to specific alternative cable routes (ACRs), modified routes (MRs), trenchless crossings (TCs) or alternative accesses (AAs), please use the appropriate reference number in your response.



2. Area 2

Lyminster to Sullington Hill (Modified Route)

This refers to sections of the proposed route including;

- a. South and East of Lyminster
- b. East of Crossbush
- c. Near the Warningcamp Hill to New Down Local Wildlife Site
- d. Southeast of Wepham to Wepham Down
- e. Wepham Down to Lee Farm
- f. Eastern accesses to Area 2
- g. Eastern accesses to Area 2

Please see **Area 2** of the consultation booklet for more details.

Q2a. Do you support or oppose our potential changes presented in **Area 2a**: South and East of Lyminster?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q2b. Do you support or oppose our potential changes presented in **Area 2b**: East of Crossbush?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q2c. Do you support or oppose our potential changes presented in **Area 2c**: Near the Warningcamp Hill to New Down Local Wildlife Site?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q2d. Do you support or oppose our potential changes presented in **Area 2d**: Southeast of Wepham to Wepham Down?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q2e. Do you support or oppose our potential changes presented in **Area 2e**: Wepham Down to Lee Farm?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q2f. Do you support or oppose our potential changes presented in **Area 2f**: Eastern accesses to Area 2?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q2g. Do you support or oppose our potential changes presented in **Area 2g**: Eastern accesses to Area 2?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q2h. Please let us know the reasons for your response to **Q2a – Q2g** and if your comments relate to specific alternative cable routes (ACRs), modified routes (MRs), trenchless crossings (TCs) or alternative accesses (AAs), please use the appropriate reference number your response.

3. Area 3

Crossbush to Michaelgrove (Central Route)

This refers to sections of the proposed route including;

- a. Our new central route LACR-02
- b. Other accesses and woodland for LACR-02

Please see **Area 3** of the consultation booklet for more details.

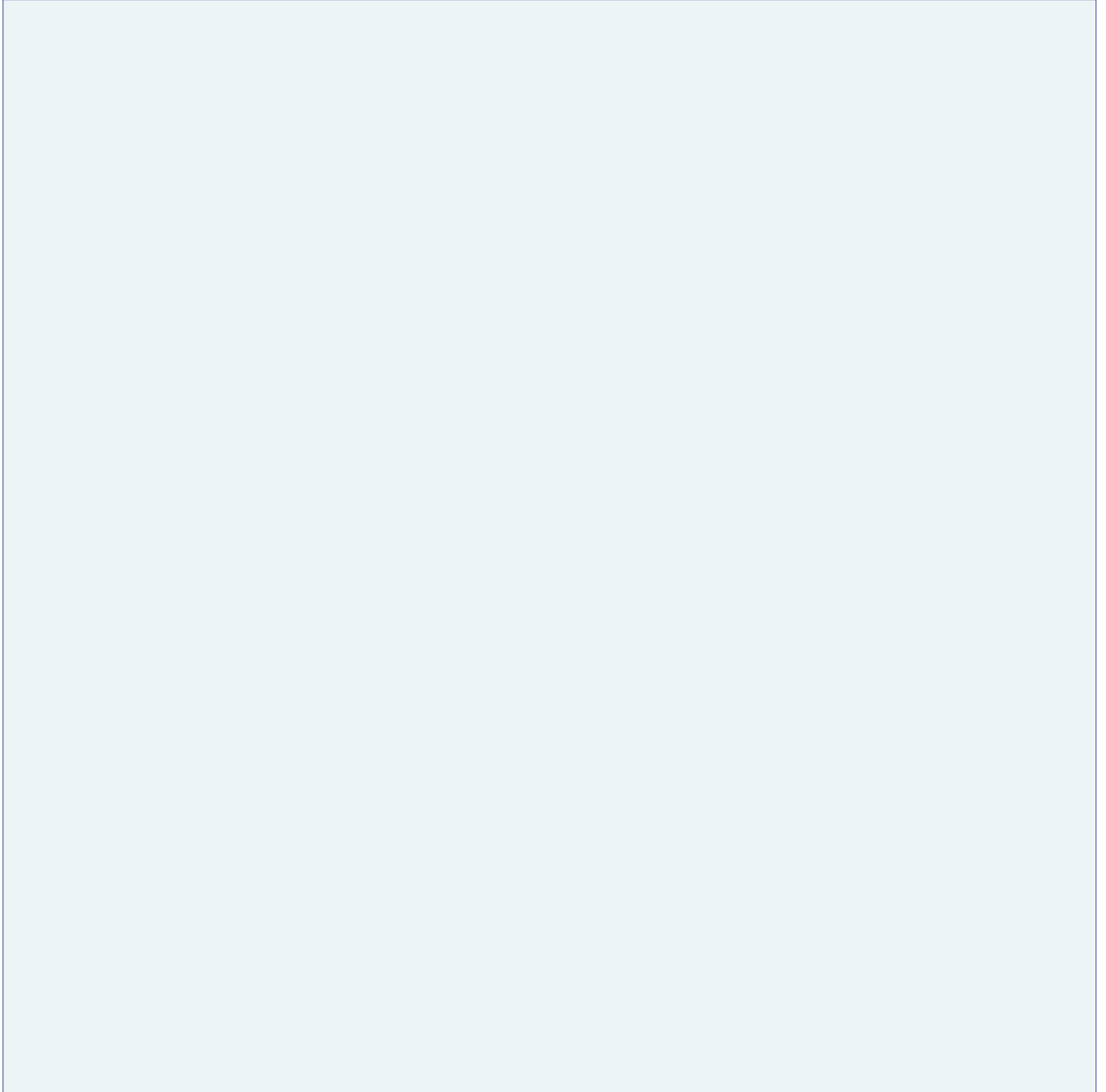
Q3a. Do you support or oppose our potential changes presented in **Area 3a**: Our new central route LACR-02?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q3b. Do you support or oppose our potential changes presented in **Area 3b**: Other accesses and woodland for LACR-02?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q3c. Please let us know the reasons for your response to **3a and 3b.** and if your comments relate to specific trenchless crossings (TCs) or alternative accesses (AAs), please use the appropriate reference in your response.



4. Area 4

Lyminster to Sullington Hill (Eastern Route)

This refers to sections of the proposed route including;

- a. Our new route LACR-01a
- b. Our new route LACR-01b
- c. Our new route LACR-01c
- d. Eastern accesses to LACR-01

Please see **Area 4** of the consultation booklet for more details.

Q4a. Do you support or oppose our potential changes presented in **Area 4a**: Our new route LACR-01a?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q4b. Do you support or oppose our potential changes presented in **Area 4b**: Our new route LACR-01b?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q4c. Do you support or oppose our potential changes presented in **Area 4c**: our new route LACR-01c?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q4d. Do you support or oppose our potential changes presented in **Area 4d**: Eastern accesses to LACR-01?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q4e. Please let us know the reasons for your response to **4a - 4d** and if your comments relate to specific alternative cable routes (ACRs), modified routes (MRs), trenchless crossings (TCs) or alternative accesses (AAs), please use the appropriate reference number in your response.

5. Area 5

West and North of Washington

This refers to sections of the proposed route including;

- a. West of Washington (1)
- b. West of Washington (2)
- c. North of Washington

Please see **Area 5** of the consultation booklet for more details.

Q5a. Do you support or oppose our potential changes presented in **Area 5a**: West of Washington (1)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

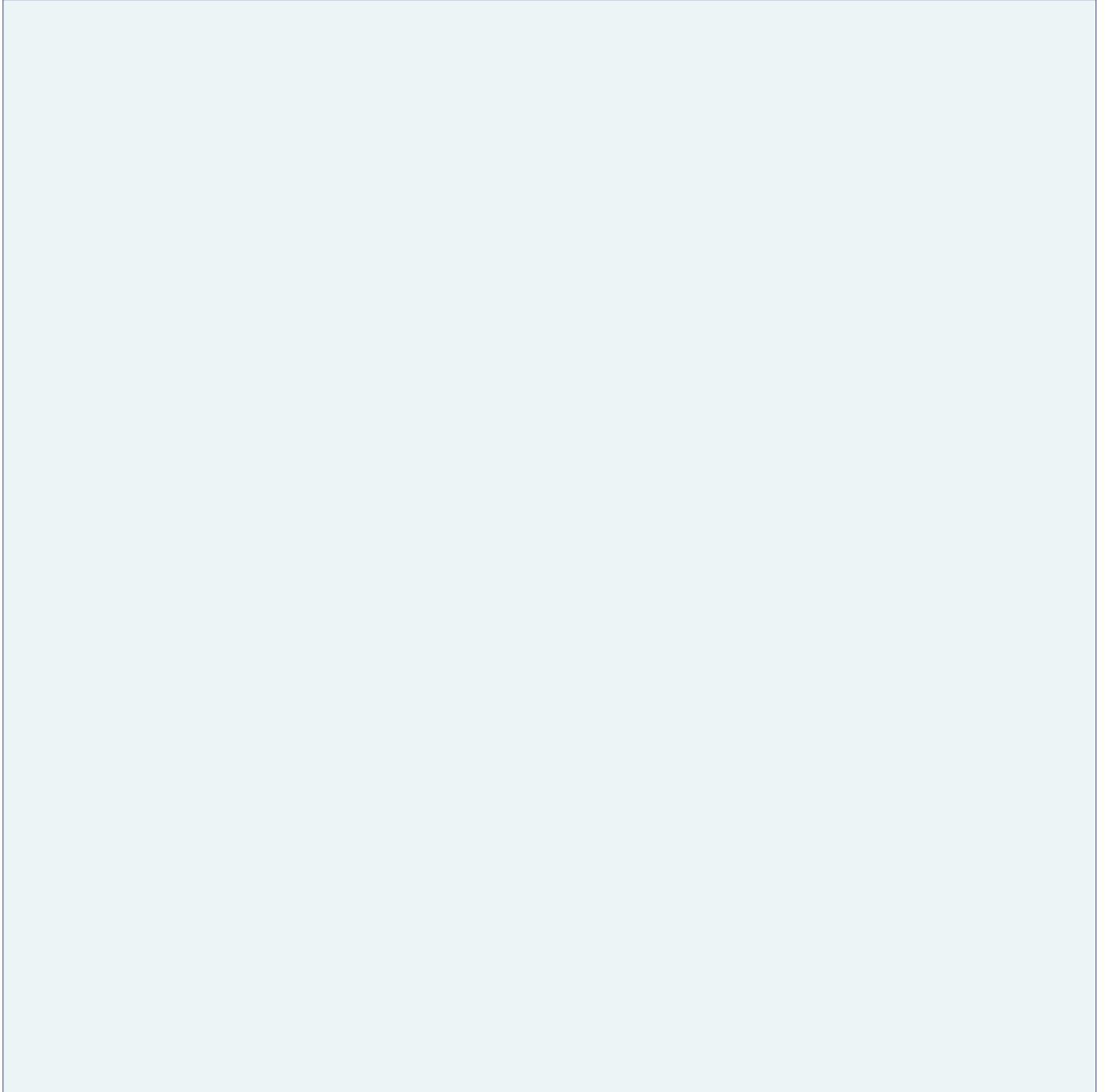
Q5b. Do you support or oppose our potential changes presented in **Area 5b**: West of Washington (2)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q5c. Do you support or oppose our potential changes presented in **Area 5c**: North of Washington?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q5d. Please let us know the reasons for your response to **5a - 5c** and if your comments relate to specific alternative cable routes (ACRs), modified routes (MRs), trenchless crossings (TCs) or alternative accesses (AAs), please use the appropriate reference number in your response.



6. Area 6

Wiston to Kings Lane

This refers to sections of the proposed route including;

- a. South of Wiston
- b. South of Ashurst
- c. Ashurst to Partridge Green
- d. Southeast of Partridge Green
- e. North of Shermanbury
- f. South of Cowfold

Please see **Area 6** of the consultation booklet for more details.

Q6a. Do you support or oppose our potential changes presented in **Area 6a**: South of Wiston?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q6b. Do you support or oppose our potential changes presented in **Area 6b**: South of Ashurst?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q6c. Do you support or oppose our potential changes presented in **Area 6c**: Ashurst to Partridge Green?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q6d. Do you support or oppose our potential changes presented in **Area 6d**: Southeast of Partridge Green?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q6e. Do you support or oppose our potential changes presented in **Area 6e**: North of Shermanbury?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q6f. Do you support or oppose our potential changes presented in **Area 6f**: South of Cowfold?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q6g. Please let us know the reasons for your response to **6a – 6f** and if your comments relate to specific alternative cable routes (ACRs), modified routes (MRs), trenchless crossings (TCs) or alternative accesses (AAs), please use the appropriate reference number in your response.

7. Area 7

Substation Approach

This refers to sections of the proposed route including;

- a. Kings Lane to new Oakendene Substation
- b. New Oakendene Substation to National Grid connection

Please see **Area 7** of the consultation booklet for more details.

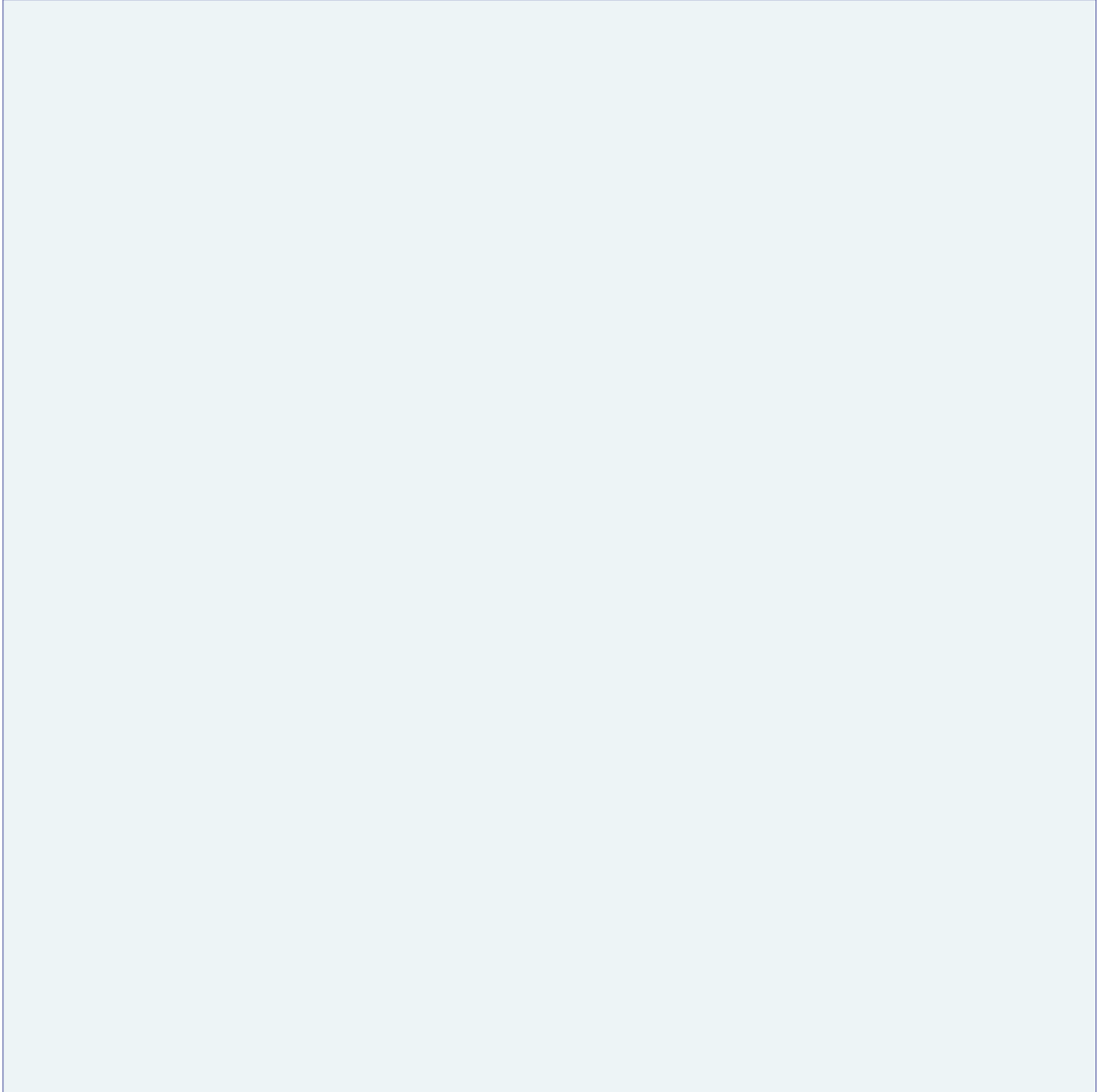
Q7a. Do you support or oppose our potential changes presented in **Area 7a**: Kings Lane to new Oakendene Substation?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q7b. Do you support or oppose our potential changes presented in **Area 7b**: New Oakendene Substation to National Grid connection?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q7c. Please let us know the reasons for your response to **7a and 7b** and if your comments relate to specific alternative cable routes (ACRs), modified routes (MRs), trenchless crossings (TCs) or alternative accesses (AAs), please use the appropriate reference number in your response.



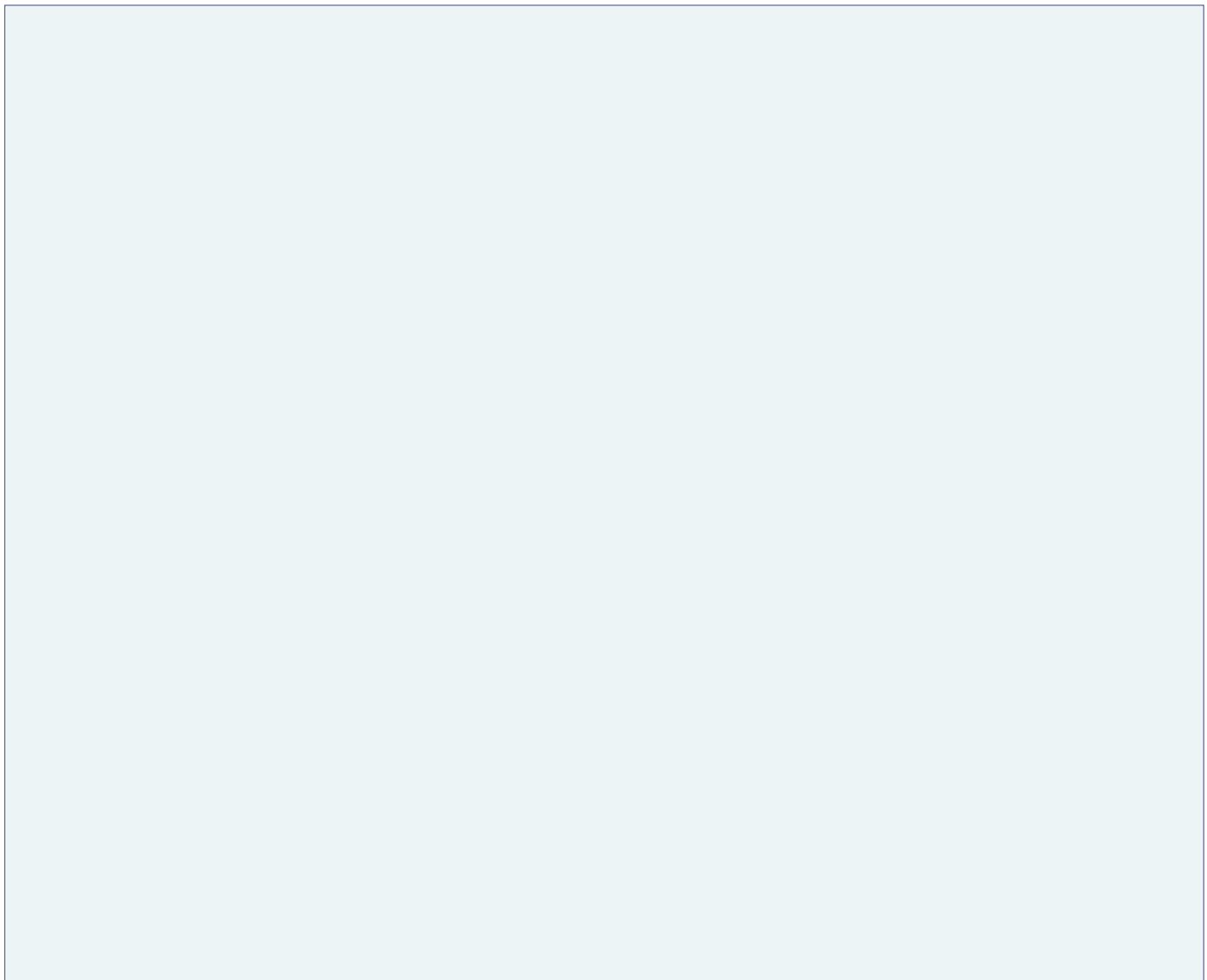
8. Environmental Information

We have prepared more detailed environmental information about our potential changes in the Supplementary Information Report to the Preliminary Environmental Information Report (PEIR SIR). The PEIR SIR summarises our preliminary assessment of the key environmental issues which have shaped these potential changes.

To what extent do you agree that we have identified and assessed the important issues?

Do you have any suggestions for additional impacts and issues we should consider and ways in which our potential changes could be improved to mitigate impacts to the environment and local community?

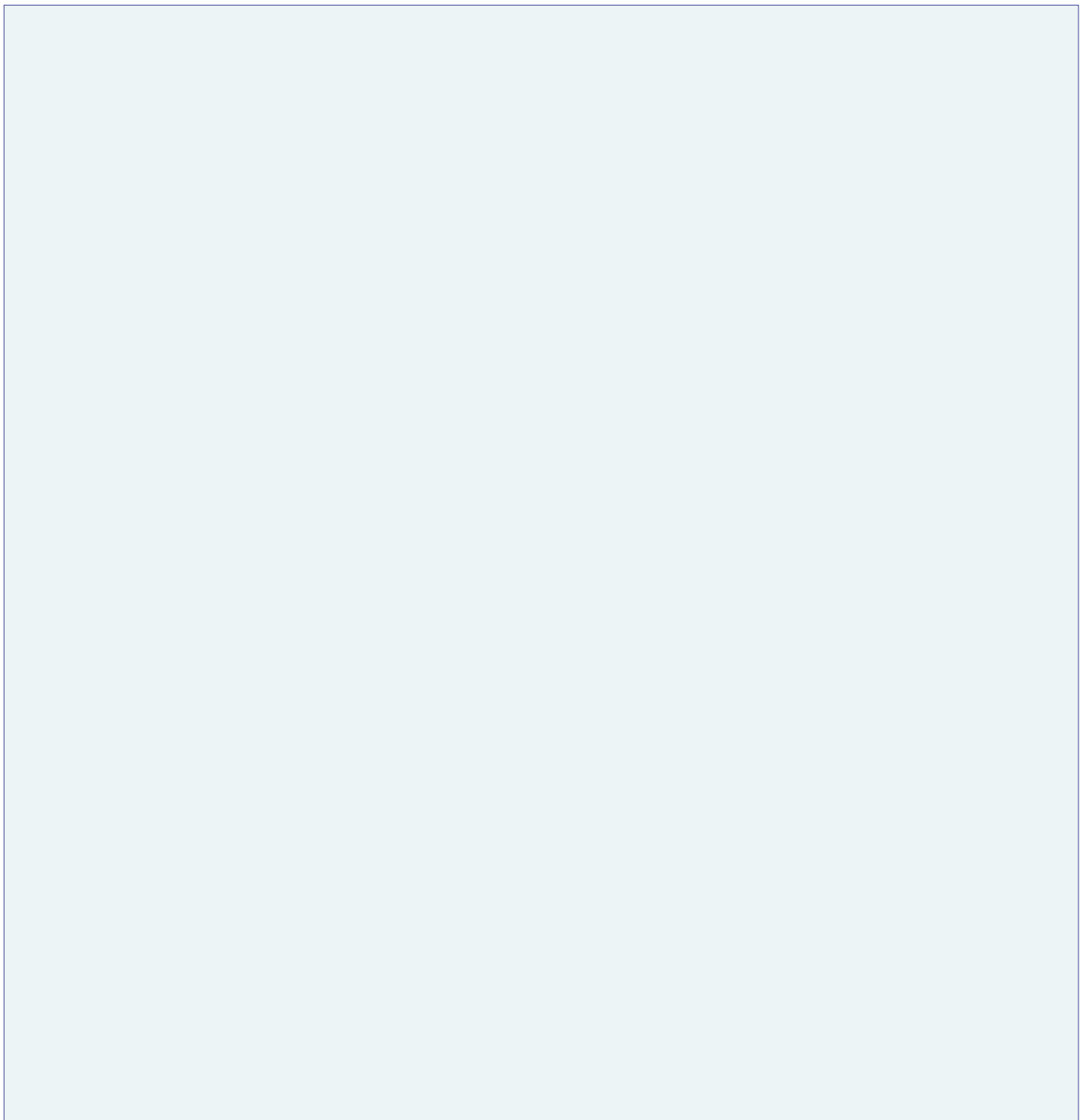
Please include the appropriate reference number if you are referring to a particular alternative cable route (ACR), long alternative cable route (LACR), modified route (MR), trenchless crossing (TC) or alternative access (AA).



9. Other comments

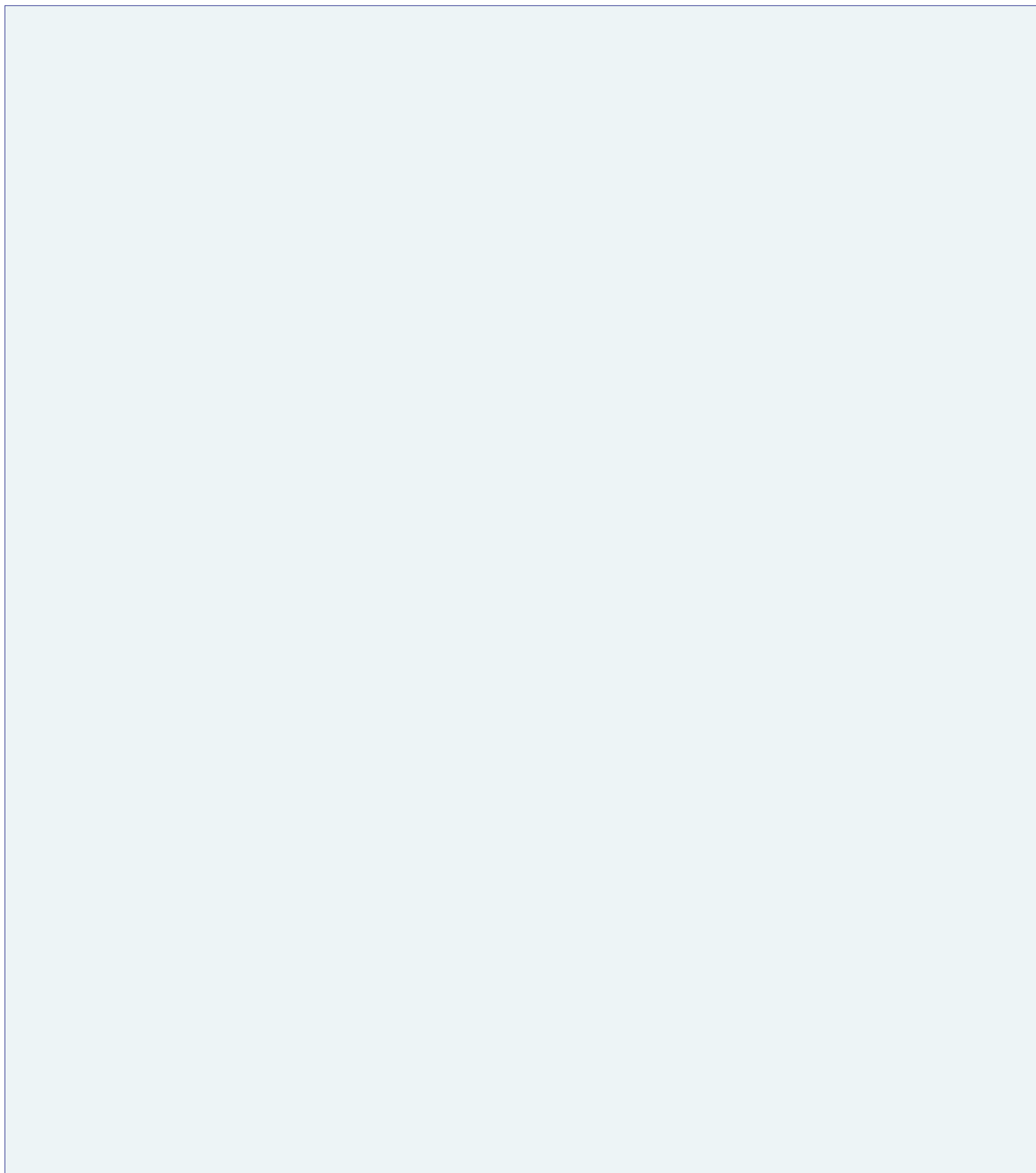
We have published a range of information on our consultation page rampion2.com/consultation relating to this onshore cable route consultation, including the Consultation Booklet, our Preliminary Environmental Information Report: Supplementary Information Report (PEIR SIR) and other maps.

Do you have any other comments that you would like to make on the potential changes?



10. The consultation

In the box below, please let us know if there is any other feedback you would like to add regarding the Rampion 2 project or this consultation and the consultation materials, website and events.



About you

We would be grateful if you could answer the following identification questions, which will help us categorise and understand the context of responses in order that we can address those accordingly. Details and views of individuals will not be made public. However, postcode data can help us to better understand the views of different communities in relation to the proposals. To view our privacy statement, please visit <https://rampion2.com/privacy-policy/>.

1. Name

2. Address

3. Postcode

4. Email address

If you provide an email address, we will use it to let you know about important developments in our proposals.

5. If you are responding on behalf of an organisation, business or group, please include the name below.

Organisation

Type of organisation, business or campaign group:

- | | |
|---|--|
| <input type="checkbox"/> Education | <input type="checkbox"/> Environment or heritage |
| <input type="checkbox"/> Business | <input type="checkbox"/> Local government |
| <input type="checkbox"/> Campaign group | <input type="checkbox"/> Statutory organisation |
| <input type="checkbox"/> Elected representative | <input type="checkbox"/> Transport, infrastructure or utility organisation |
| <input type="checkbox"/> Community or amenity | <input type="checkbox"/> Other (please state): |

6. How would you characterise your use of or interest in the development area?

- I live in the area
- I have a business in the area
- I visit the area for recreational, holiday or leisure purposes
- I work in the area
- I attend full- or part-time education in the area
- Other (please provide)

7. Please let us know how you heard about this consultation by ticking one or more of the following boxes:

- From our drop-in community events
- Received a letter from Rampion 2
- Received a leaflet from Rampion 2
- Received an email from Rampion 2
- Received information from a local authority
- Public Notice in local or national newspapers
- Rampion 2 poster
- Information on the project website
- Social media coverage
- Coverage in local media
- Information at a local library
- Word of mouth
- Other (please state):

Equality and diversity

We would be grateful if you could answer the following equality and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, visit <https://rampion2.com/privacy-policy/> and follow the instructions on how to contact our Data Protection Officer.

- I consent to Rampion 2 processing my special category data for the purposes of understanding the accessibility of the consultation. I have read Rampion 2's privacy notice (found after the Introduction section in this response form) and understood how it will be processing this data.

1. Do you consider yourself to be disabled?

- Yes No Prefer not to say

2. Please describe your ethnic background

- Asian or Asian British
 White
 Black, African, Caribbean or Black British
 Mixed or multiple ethnic groups
 Traveller or Irish Traveller
 Other ethnic group
 Prefer not to say

3. Age

- Under 16
 16-24
 25-34
 35-44
 45-54
 55-64
 65-74
 75+

How to submit your response form

Please only use the following official response channels. We cannot guarantee that responses sent to any other address will be included in our analysis.

Response form

Our response form can either be completed online or downloaded from Rampion2.com and sent by email. Printed copies can be collected at our drop-in events and selected libraries. Once completed they can be posted to our Freepost address.

Freepost

Send your response form or comments to: **FREEPOST: RAMPION 2**

This freepost address is the only text needed on the envelope and no stamp is required.

Email

Comments or electronic copies of the response form should be emailed to:
Rampion2@rwe.com

How your response will be used

We will carefully consider all the responses we receive, before producing a Consultation Report that explains how we have taken them into account to develop our project.

For more information on the consultation or to meet the team at one of our four drop-in events, please visit **Rampion2.com/consultation**. Should you have an enquiry regarding the project or consultation, please contact us on:

Email: Rampion2@rwe.com

Tel: 0800 2800 886

Please send your response before
23:59 on Tuesday 29th November 2022

6.7.4. **Exhibition banners**

Welcome to the Rampion 2 consultation

- From **18th October to 29th November 2022**
- We are consulting on **potential changes** to our onshore cable route as a result of feedback from our previous consultation and ongoing engagement, along with our own engineering & environmental work
- Review our **Consultation Materials at rampion2.com** in the form of our Consultation Booklet, Work Plans and detailed PEIR SIR (Preliminary Environmental Information Report, Supplementary Information Report)

The UK Government has recently increased the target for offshore wind from 40 gigawatts (GW) to 50GW by 2030, compared to just 10GW in 2020

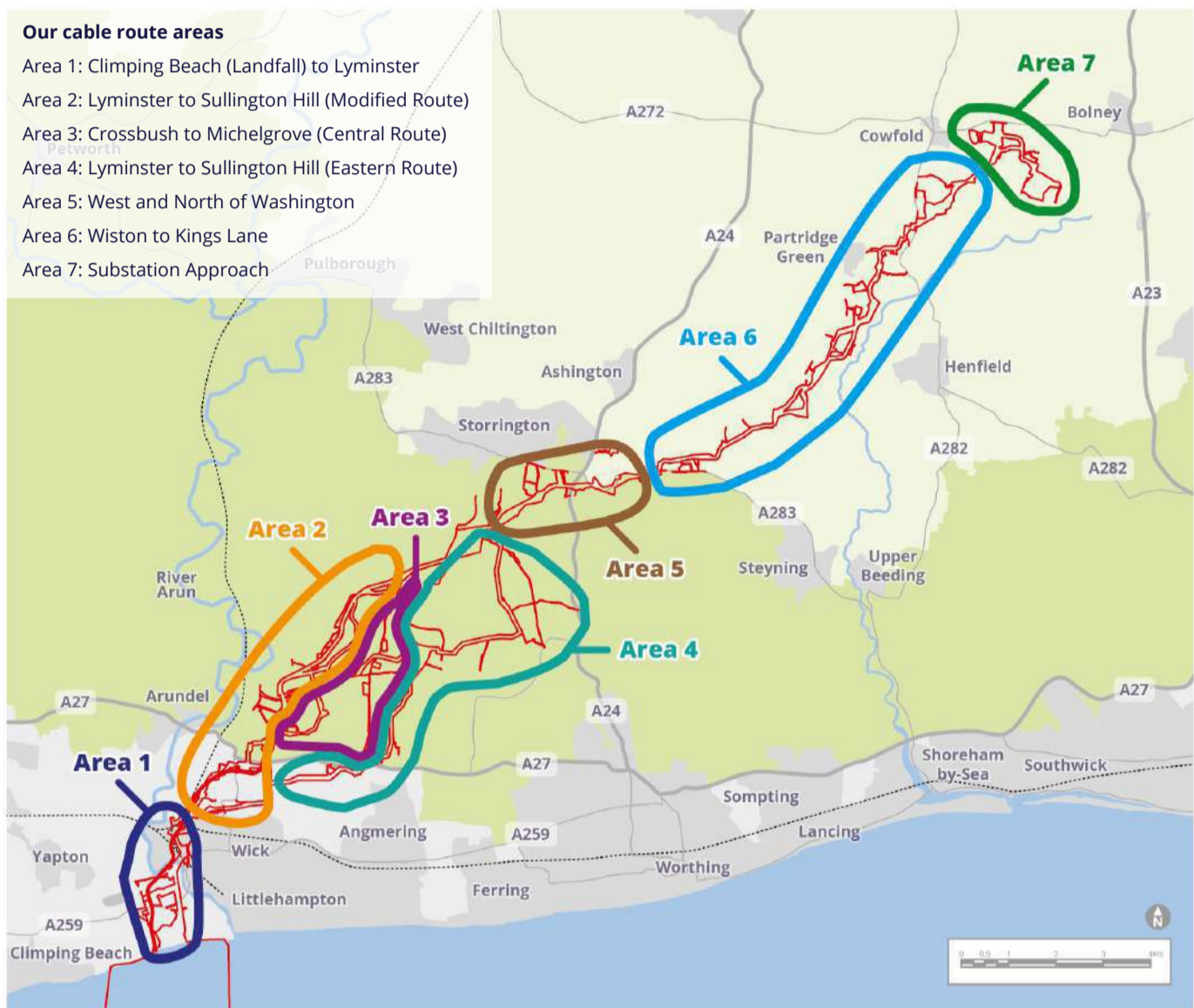
Rampion 2 could:

- Produce clean, green electricity for the equivalent of over 1 million homes
- Save around 1.8 million tonnes of CO2 every year
- Promote jobs and apprenticeships locally, utilising local businesses and suppliers where possible
- ...all in addition to what Rampion already provides



Potential changes to our onshore cable route proposals

Use our interactive map at rampion2.com to select the cable route area of most interest to you



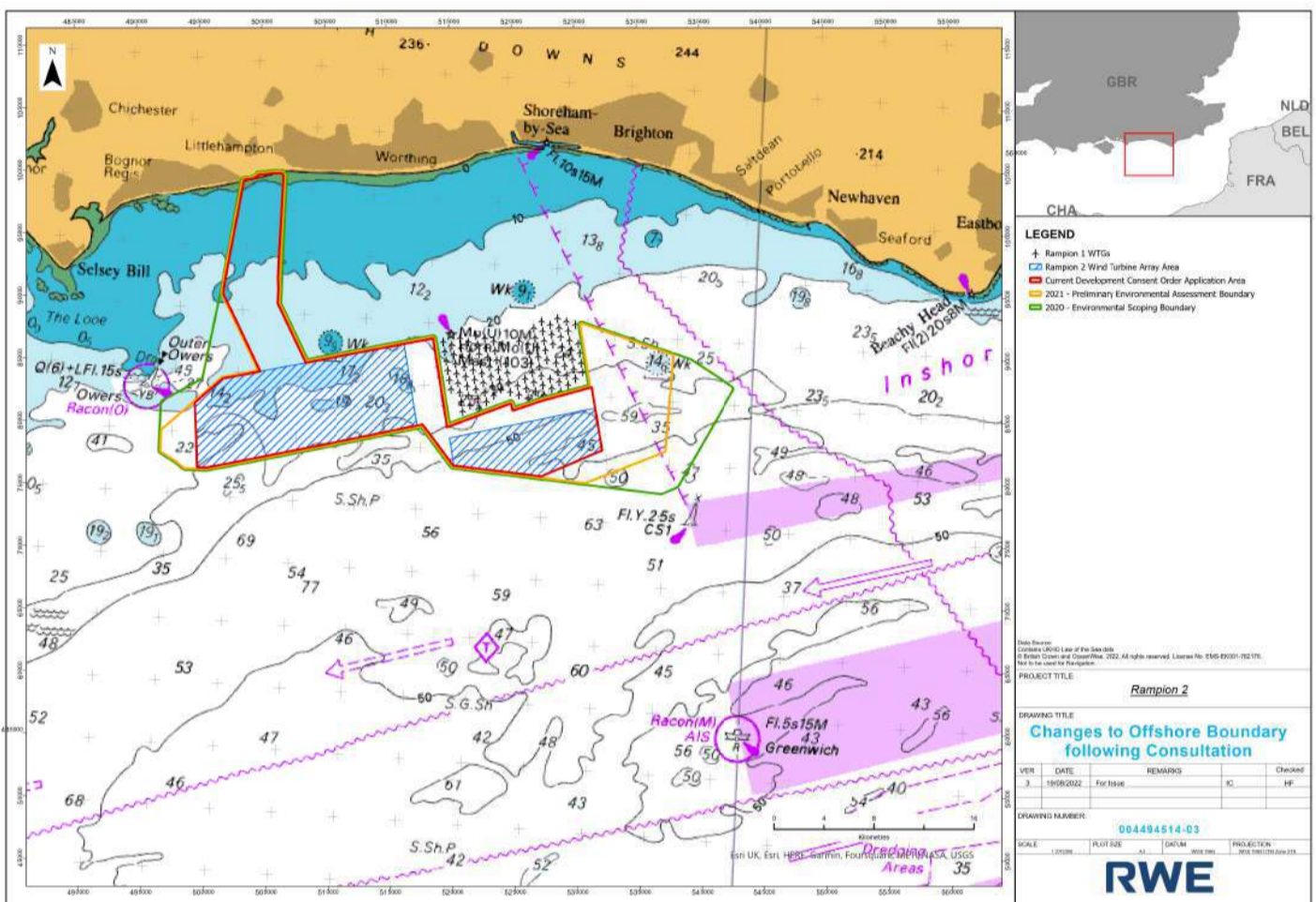
Potential changes

- ACRs – Alternative Cable Routes
- LACRs – Long Alternative Cable Routes
- MRs – Modified Routes
- TCs – Trenchless Crossings
- AAs – Alternative Accesses

Design evolution - offshore windfarm boundary

Our design process followed consultation feedback alongside engineering and environmental studies

Potential areas for offshore development were omitted largely in response to concerns about impacts on view from the coast, particularly the Heritage Coast (Seven Sisters)



Changes to Offshore Boundary following consultation

Benefits of changes:

- Reduced proximity to the Heritage Coast
- Reduced 'field of view' from various locations along the coast
- Creates separation between larger Rampion 2 turbines and smaller turbines operating at Rampion
- Added navigation benefits to protect route between shipping lane and Shoreham Port, and improve the route to Littlehampton Harbour

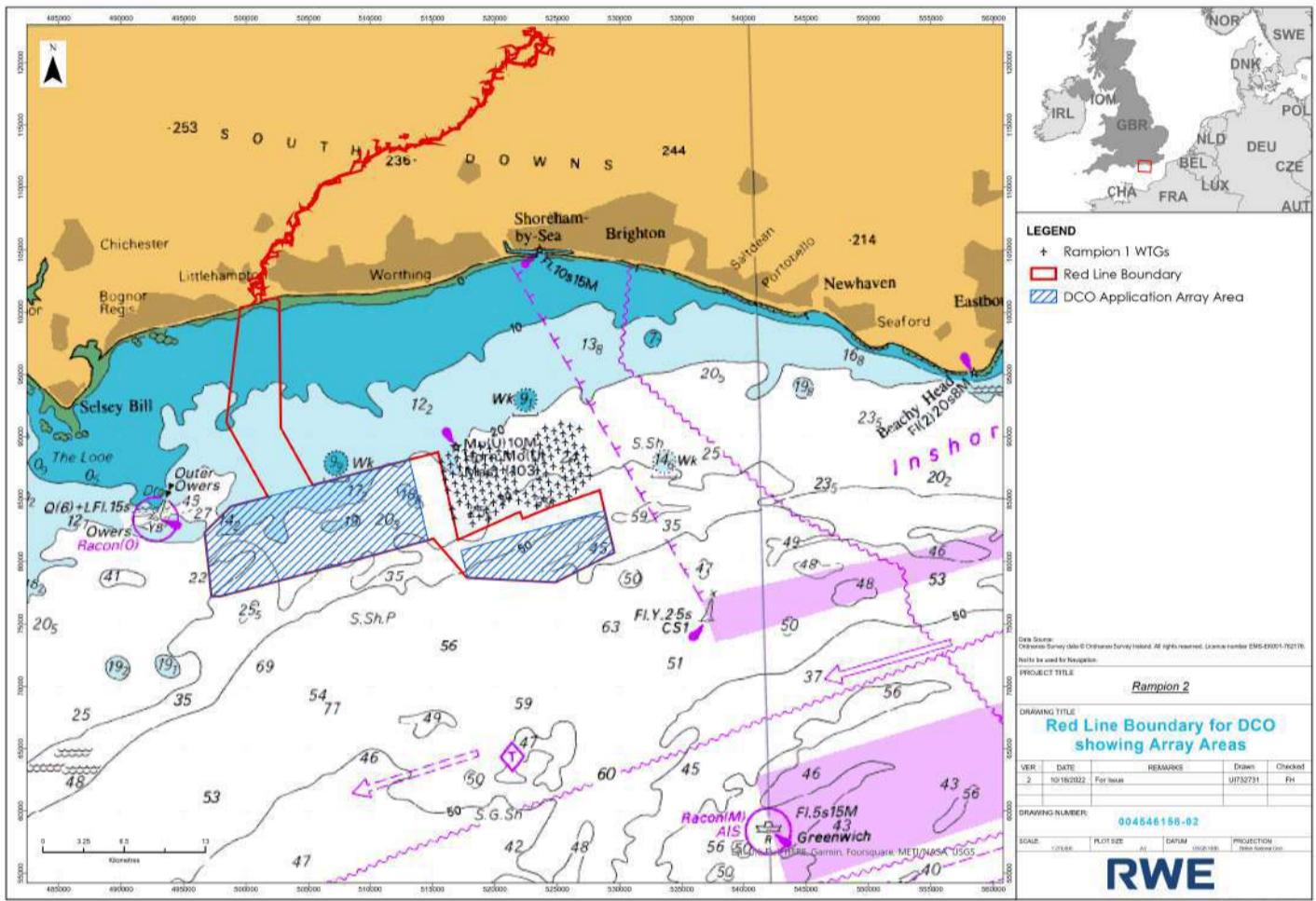
Final DCO redline boundary, turbine size & numbers

Maximum Scope of DCO redline boundary

Design evolution of redline boundary means the final area for wind turbines is around half of the original site area:

- Early 2021 (non-statutory consultation) – 315 km²
- Summer 2021 (statutory consultation) – 270 km²
- Autumn 2022 (for DCO Application) – 195 km²
- Final turbine array area (blue) – 160 km²

Minimum 8 miles from shore (same as Rampion) - can't go further offshore due to busiest shipping lane in Europe.



Red Line Boundary for DCO showing Array Areas

Turbine size and numbers

- Reduced to a maximum of 90 turbines - 26 fewer than Rampion
- Maximum tip height still 325m to 'futureproof' against likely models available for installation 2027 onwards
- Still capacity to install 1200 megawatts (MW)
- Fewer than 90 turbines would be required if the larger turbines were selected

Design evolution – Onshore substation site decision

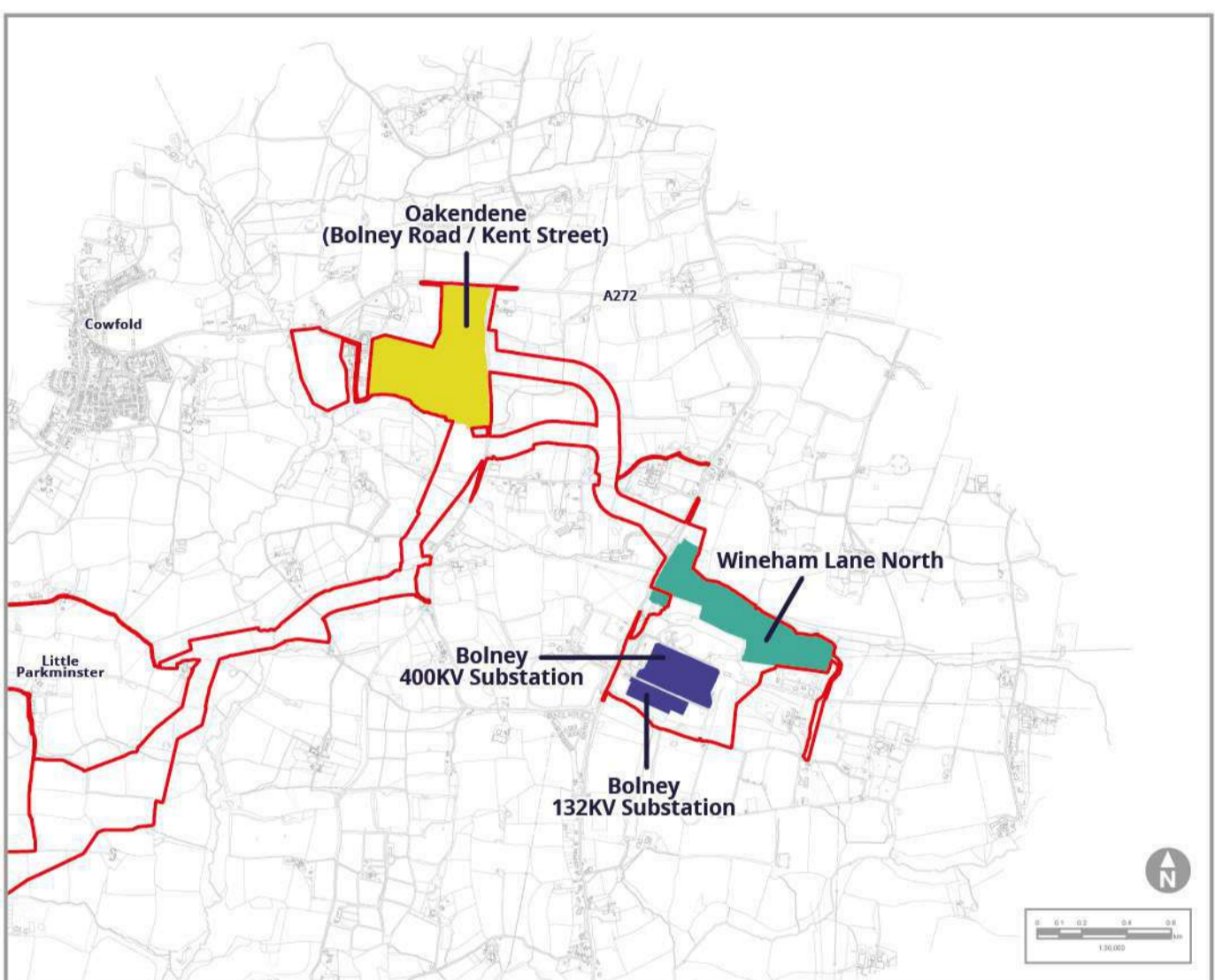
The onshore substation is the only permanent above-ground onshore structure for the project, which is required to transform the power from 150 kilovolts (kV) to 400kV, to connect to the national transmission grid

Seven potential sites were originally considered with three taken to our non-statutory consultation in early 2021

Following feedback, Wineham Lane North and Bolney Road / Kent Street were taken into statutory consultation

Wineham Lane North attracted more negative feedback from the local community and it's also more constrained in size and shape

Bolney Road / Kent Street site is better overall from an engineering and environmental perspective



Bolney Road / Kent Street site has been selected for the onshore substation, now named 'Oakendene', being near the Oakendene Industrial Estate

Cable route reinstatement



During reinstatement after main construction

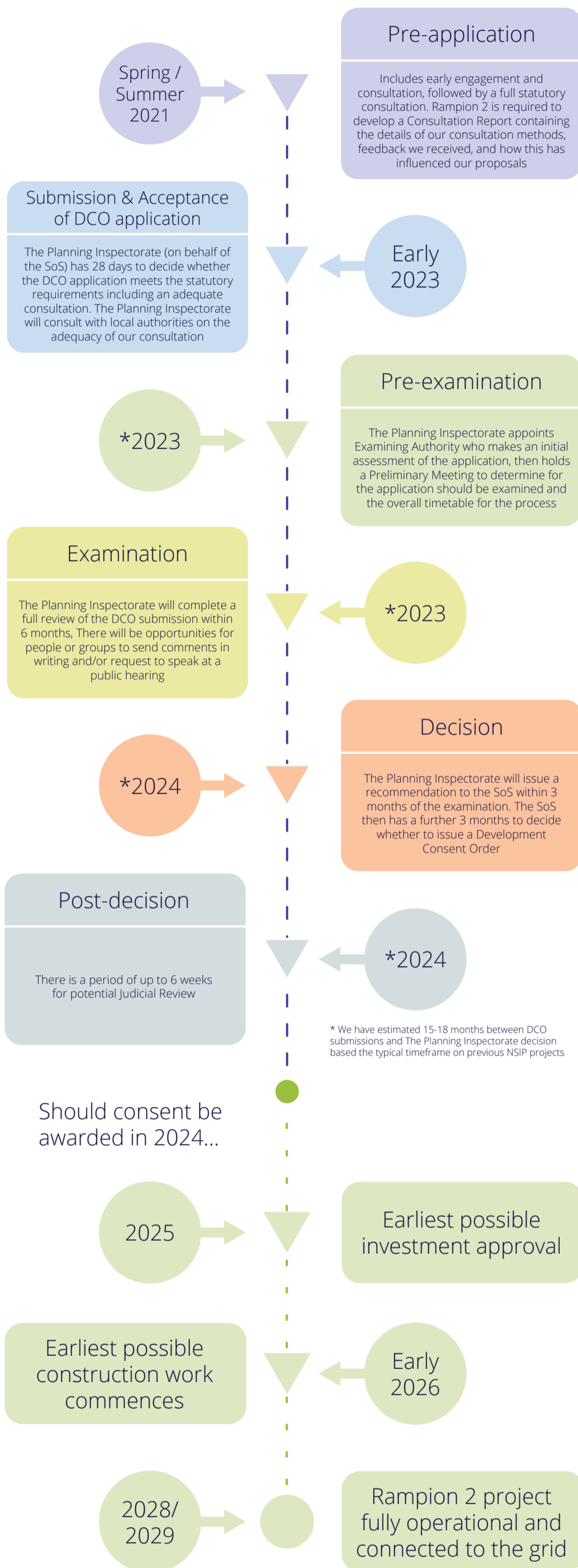
This is what our normal cable route looks like when we reinstate the surface after temporary construction. The electricity cable installation would be a temporary impact as all cables would be buried underground except for occasional inspection covers.



After reinstatement

Once cabling works are complete, the construction areas we have disturbed are fully reinstated. Soil is returned, hedgerows are replanted and grass is reseeded. For the original Rampion project, there is a requirement to monitor the reinstatement over a 10 year period and we propose to do the same for Rampion 2.

Indicative Project timeline



We want to hear from you

View our proposals at **rampion2.com**

We encourage anyone who lives, works or visits the areas where our potential changes are located, to give their views on our **Consultation Response Form**

- Submit online at **rampion2.com**
- Download, complete and send by **email to rampion2@rwe.com**
- Send your Form or comments to **FREEPOST: RAMPION 2**



All feedback will be considered alongside the feedback already received on our original cable route proposals.

Your feedback will help us reach a final decision on which cable route options to adopt for our final DCO application. Only one cable route will be taken to DCO application.

6.7.5. **Exhibition photographs**

Arundel





Ashurst





Littlehampton

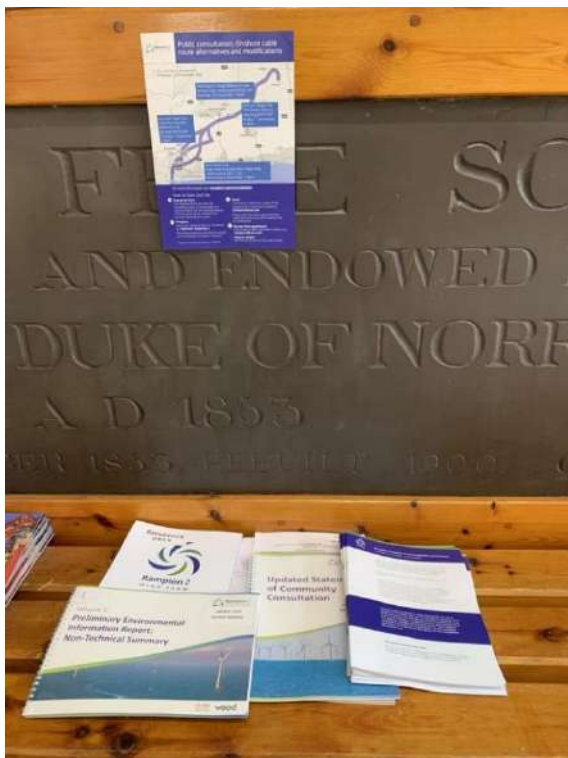


Washington



6.7.6. Deposit location photos

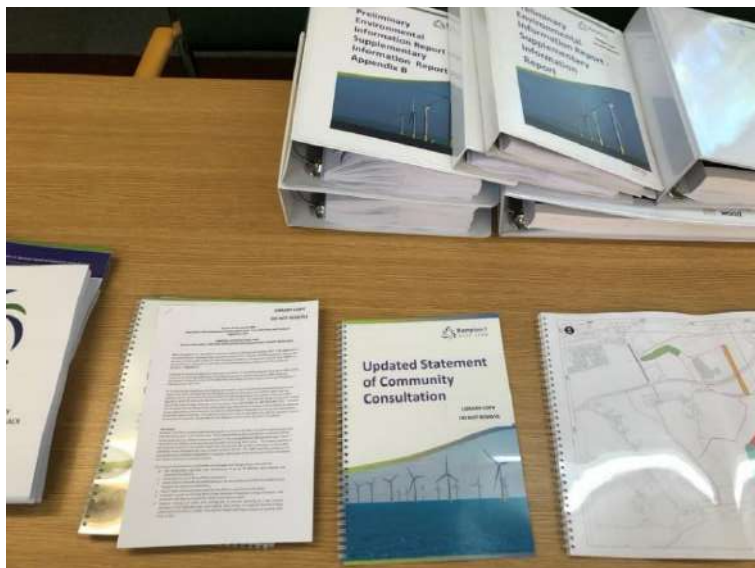
Arundel Library



Bognor Library



Ferring Library



Littlehampton Library



Steyning Library



Storrington Library



6.8. Summary of responses received and consideration

The tables below set out a summary of the issues identified from feedback received to this stage of consultation. Each table includes:

- A code with the theme and sub-theme of the issue;
- A statement summarising the issue;
- The response by the Project/Applicant to the issue; and
- A statement whether the issue lead to a change in the proposals (along with an explanation where appropriate).

Themes include:

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Area 6
- Area 7
- AA 01-30
- ACR 01-07
- Consultation
- Crosscutting
- LACR 01-02
- MR 07 -13
- Trenchless crossing

6.8.1. **AREA 1 – Climping Beach (landfall) to Lyminster**

ID	Code	Issue statement	Project response	Project change (Y/N)
A1-01.	1 - Concern - Migrating birds	A comment expressing concern that works around Climping Beach would take place during the bird migration season, interfering with migration habits.	<p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been prepared to secure the embedded environmental measures that will apply to all activities associated with the construction of the onshore elements of the Proposed Development. The OCoCP details that where vegetation removal is necessary, it will be scheduled over winter to avoid bird breeding season. No ground breaking activity or vehicular access is required within Climping Beach Site of special Scientific Interest_(SSSI).</p> <p>As detailed in the Outline Code of Construction Practice (OCoCP), the horizontal directional drilling (HDD) works at the landfall location will be programmed to avoid the winter to avoid disturbance to wintering waterbirds during the coldest period.</p> <p>The HDD works will be programmed to take place outside of the period between October and February (C-217) to avoid disturbance of Sanderling during the winter. This measure also minimises disturbance during to other waterbirds</p>	N

			using the foreshore, inshore waters and fields north of the sea wall.	
A1-02.	1 - General - Neutral	Comments saying, they do not hold a view on the proposals in Area 1 or that they do not live nearby.	Comment noted	N
A1-03.	1 - General - Neutral - Construction impacts	Comments saying that the construction impacts in Area 1 would not be significant long term and that the land would be reinstated to its original condition.	Comment noted	N
A1-04.	1 - General - Neutral - Environmental impacts	Comments saying the works in Area 1 would not have a significant environmental or community impact and that the route is satisfactory.	Comment noted	N
A1-05.	1 - General - Oppose - Alternatives	Comments saying there is a better alternative cable route for Area 1, but without saying what it is.	The selection process for the cable route is fully described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) Engagement and consultation undertaken for the project have informed the assessment work and the evolution of the design of the Proposed Development.	N

A1-06.	1 - General - Oppose - Communities	<p>Comments expressing concern that construction activity in Area 1 would have significant impacts on local communities, including Climping village.</p> <p>It is also said that the previously proposed route would have fewer impacts.</p> <p>There was also concern at the location of the proposed construction compound and the impact this would have on local people.</p>	<p>Construction activity will be planned to minimise disruption to residents and businesses in the local area.</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been prepared to secure the embedded environmental measures that will apply to all activities associated with the construction of the onshore elements of the Proposed Development.</p> <p>No construction access is planned through Climping.</p> <p>Horizontal Directional Drilling (HDD) will be used to cross under Climping Beach to mitigate and reduce any impact to the local community and visitors.</p> <p>A non-statutory consultation exercise carried out from 14th Jan 2021 – Feb 2021 presented an indicative onshore cable route corridor and draft works plans for the onshore cable route were published as part of the statutory consultation 14th July to 16th September.</p> <p>Proposed modifications to the cable route were put forward in a statutory consultation from 18th October 22 – 29th November 2022. The following modifications were incorporated into the proposed cable route subject to the DCO.</p> <p>Area 1: MR02: A widening of the cable corridor by 50m into MR-02 in response to a potential overlap with the West Bank Mixed use development area. This</p>	Y One of the previously proposed construction compounds has been removed.
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			resulted in the route being closer to Climping caravan park, however the Environmental Statement (ES) confirms that construction impacts will not be significant.	
A1-07.	1 - General - Oppose - Environmental impacts	<p>Comments expressing concern about the proposed cable works (including trenchless crossings) and access routes in Area 1 due to their proximity to an SSSI and other sensitive habitats.</p> <p>Impacts on newts, ducks and moorhens were mentioned.</p>	<p>As detailed in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2), offshore and onshore cables at the proposed landfall site near Climping will be connected using Horizontal Directional Drilling (HDD) installation techniques.</p> <p>HDD is a trenchless technology which is used to minimise potential impact. The OCoCP also identifies that no ground-breaking activity or use of wheeled or tracked vehicles will take place south of the seawall within the Climping Beach Site of Special Scientific Interest (SSSI).</p> <p>Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22) details the baseline, predicted effects and their significance for Great Crested Newts. The chapter details that pre-construction surveys will be undertaken prior to construction. Appropriate mitigation will be implemented where necessary and will include avoidance of ponds and removal of vegetation under licence from Natural England. Along the cable route the Ecological Clerk of Works will monitor and implement destructive search techniques to avoid the death or injury of individual animals.</p>	N

A1-08.	1 - General - Oppose - Light pollution	A comment expressing concern about the impact of construction lighting on local communities in the vicinity of Area 1.	<p>Construction activity required for Rampion 2 will be planned to minimise disruption to residents and businesses in the local area.</p> <p>The effects of lighting have been assessed in the Environmental Statement (ES) Chapter 18: Landscape and Visual Impact_Volume 2 (APP REF: 6.2.18) As detailed in the ES Chapter, where required, construction lighting will be limited to directional task lighting positioned to minimise glare and nuisance to residents and recreational receptors.</p>	N
A1-09.	1 - General - Oppose - Prefer original route	A comment expressing opposition to the newly proposed cable route, saying the previous one was better.	<p>The selection process for the cable route is fully described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).</p> <p>Engagement and consultation undertaken for the project have informed the assessment work and the evolution of the design of the Proposed Development.</p> <p>A non-statutory consultation exercise carried out from 14th January 2021 – February 2021 presented an indicative onshore cable route corridor and draft works plans for the onshore cable route were published as part of the statutory consultation 14th July to 16th September.</p> <p>Proposed modifications to the cable route were put forward in a statutory consultation from 18th October 22 – 29th November 2022.</p>	N

			MR02: A widening of the cable corridor by 50m into MR-02 in response to a potential overlap with the West Bank Mixed use development area. This resulted in the route being closer to Climping caravan park, however the ES confirms that construction impacts will not be significant.	
A1-10.	1 - General - Oppose - Sea defence	A comment expressing concern that construction activities, including horizontal drilling, at Climping Beach would have a long-term impact on the existing sea defences.	As detailed in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2), offshore and onshore cables at the landfall site near Climping will be connected using Horizontal Directional Drilling (HDD) installation techniques. HDD is a trenchless technology which is used to minimise potential impact. The proposed HDDs will be made under the existing sea defences and will not impact them.	N
A1-11.	1 - General - Oppose - Traffic/Modelling	A comment expressing concern that the Applicant has not carried out adequate or sufficient assessment of the changes in traffic conditions in Area 1, particularly on the A259 near Climping, as a result of the Project.	The environmental impact assessment (EIA) completed for the project was fully scoped in consultation with the statutory authorities at the start of the process, in line with good practice. This included traffic. The Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF: 6.2.23) details the assessment findings, including changes in traffic conditions in Area 1.	N
A1-12.	1 - General - Suggestion - Sea defences	A comment calling on the Applicant to fund sea defence works in Area 1.	We acknowledge the request, however there are no proposals for the project to fund sea defences.	N

A1-13.	1 - General - Suggestion - Direct cable route	Comments calling for the Applicant to route the cable along the shortest to reach the proposed substation, rather than the longer, more circuitous route proposed.	<p>Engagement and consultation undertaken for the project has informed the assessment work and the evolution of the design of the Proposed Development.</p> <p>The cable has been routed to balance making it as short as possible and minimising disruption by considering proximity to residential properties and its impact on sensitive features.</p> <p>In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds.</p> <p>The selection process for the cable route is fully described in <u>Environmental Statement (ES)</u> Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) The cable route has been fully assessed to ensure the minimum impact and the shortest cable route is selected.</p>	N
A1-14.	1 - General - Support	Comments expressing general support for the revised proposals in Area 1.	Comment noted	N
A1-15.	1 - General -Support - Construction impacts	Comments expressing general support for the proposed construction works in Area 1, stating that the experience with	Comment noted	N

		Rampion 1 was very positive.		
A1-16.	1 - Neutral - Construction impacts	Comments saying that although the construction impacts in Area 1 would have negative aspects, they would be managed and temporary.	Comment noted	N
A1-17.	1 - Oppose - Environmental impacts	A general comment opposing the environmental impacts of the proposals in Area 1.	<p>The Project undertook an Environmental Impact Assessment (EIA), which was scoped in consultation with statutory authorities, and in line with good practice.</p> <p>The EIA identifies and assesses the likely significant environmental effects (both positive and negative) to inform the decision-making process for a Development Consent Order (DCO) consent to be granted. The EIA included consideration of all the impacts to Area 1.</p> <p>As part of the EIA process, established at the Scoping and Habitats Regulation Assessment (HRA) Screening stage, and has been developed through the EIA process. The Commitments Register (APP REF: 7.22) identifies environmental measures that will be implemented as part of the Proposed Development and that will be embedded into the design.</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has also been prepared to secure</p>	N

			the embedded environmental measures that will apply to all activities associated with the construction of the onshore elements of the Proposed Development.	
A1-18.	1 - Suggestion - Bird habitat	A comment suggesting that the Applicant build a freshwater lagoon to provide a new bird habitat, either near Climping or in the Lower Arun Valley.	Environmental Statement (ES)_Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22) identifies and assesses the likely significant environmental effects, which included consideration of the impacts to birds. There are no proposals to build a freshwater lagoon as part of the Project. The Project has however made a commitment to deliver a biodiversity net gain of at least 10% for the onshore elements of the project, measured using Natural England's Biodiversity Metric.	N
A1-19.	1 - Support - Trenchless	A comment expressing support for the trenchless crossing at Climping Beach because this would benefit the migratory birds such as sanderling that frequent the SSSI.	Comment noted	N
A1-20.	1. General - Oppose - Compounds/Equipment	Comments expressing opposition to the proposed construction compound to the west of the school in Area 1 and its access along	The initial scheme design proposed a construction access route to the west of Clymping Primary School, to reach the drilling compounds at Climping beach. As a result of feedback received to the consultation, the proposed construction access to the west of the school in area 1 has been removed.	Y The previously proposed construction compound

		<p>Bread Lane, with concerns about noise, air pollution.</p> <p>There was also opposition to the proposed worksite Church Green, which is seen as an unacceptable imposition on village life.</p> <p>There were also concerns about what kind of vehicles would service these sites and what materials or waste would be stored there.</p>	<p>The drilling compound remains, 800m south of the school. An operational access to this area is retained, using the existing Brookpits Lane to the south of the school.</p> <p>Construction activity will be planned to minimise disruption to residents and businesses in the local area. For example, noise emitters will be fitted onto construction vehicles to restrict the noise to the site area and prevent disturbance to neighbouring properties and Public Rights of Way (PRoW).</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has also been prepared to secure the embedded environmental measures that will apply to all activities associated with the construction of the onshore elements of the Proposed Development.</p>	has been removed.
A1-21.	1. General - Oppose - Construction impacts	<p>Comment expressing concern that the construction impacts in Area 1 would have a negative impact, especially on local roads such as the A284, and that these types of impacts would last for three years.</p>	<p>An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been developed for the Project. The OCTMP outlines measures which will be implemented to manage traffic generated during construction of the onshore elements of the Proposed Development. It will be produced by the Principal Contractor(s) and approved by the relevant highway authority in consultation with the relevant local planning authority.</p> <p>Speed limits will be imposed on all construction haul roads and access tracks.</p>	N

A1-22.	1. General – Oppose – Cumulative impacts/Other projects	A comment expressing concern that the impact of the Project in Area 1 being built at the same time as nearby road improvement schemes and property developments would have an unacceptable impact on the area.	As detailed in Environmental Statement (ES), Appendix 5.3: Cumulative effects assessment detailed onshore search and screening criteria, Volume 4 (APP REF: 6.4.5.3) other developments in proximity to Rampion 2 have been considered in the Onshore Cumulative Effects Assessment (CEA) if they meet the following temporal spatial and technical criteria. Developments included in the CEA are identified in Appendix 5.3. Construction activity will be planned to minimise disruption to residents and businesses in the local area. The Environmental Statement includes an assessment of construction impacts, such as traffic and transport, noise, air quality and public rights of way.	N
A1-23.	1. General - Concern - Compounds/Equipment	Comments sharing concern about the duration, location and size of compounds serving construction of the cable route.	Rampion 2 has selected five locations for temporary construction compounds, spaced along the route and at substations to reduce travel between the compounds and main work sites. All compounds are located near A roads, which will be their main access route. Three locations were consulted upon near Washington for a potential compound; a single site has been selected from these which has the best access arrangements. The compounds are sized and assessed for a worst possible scenario, following a Rochdale envelope approach; in practice the use of the compounds may be reduced.	Y
A1-24.	1. General - Concern - Construction working width	Comments expressing concern about the size of the construction	The consultation corridor has been reduced in size to the application red line boundary. Within this boundary will be a construction working width of	Y

		working width and requesting justification for it.	40m – this is reduced from 50m consulted upon. This 40m is required to accommodate up to four cable trenches, a haul road and soil storage, as described in Environmental Statement (ES) Chapter 4: The Proposed Development, Volume 2 (APP REF: 6.2.4).	
A1-25.	1A - AA02 - Concern - Operational impacts	A comment expressing concern about the use of AA02 as an access once the Project is operational, being a private road through a residential area.	<p>The Project has selected the use of AA02 (now known as A-10). This is currently the only route that can reach the cable in between the two railway lines. The use of this route for general maintenance will be minimal, and will only require access via light vehicles.</p> <p>An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared for the Project. Further consultation will be undertaken with West Sussex County Council (WSSCC) and National Highways (NH) to develop an agreed management and mitigation strategy for construction traffic and traffic affected by the onshore elements of the Proposed Development, and this will be included at the Development Consent Order (DCO) submission within a final agreed OCTMP.</p> <p>The OCTMP details that the more lightly used construction accesses (Light Construction Accesses) will only need to be accessed by a small number of light construction vehicles (usually no larger than Vans and 7.5 goods vehicles) during the construction phase. Light construction accesses will be to work sites where only minor</p>	N

			construction works are needed such as access to fields to minor the direction horizontal directional drilling (HDD).	
A1-26.	1A - MR01 - Concern - Coastal erosion	<p>Comments expressing concern about the chosen landfall site in Area 1, saying the construction impacts would spoil the area for many years for leisure users, including walkers and cyclists.</p> <p>Consultees emphasised the currently unspoiled character of this part of the coastline, with concerns that the works would enhance the existing problems with coastal erosion.</p>	<p>As the coastline is well developed, there are limited options for a landfall. The proposed Climping Beach landfall was chosen from limited options as being able to balance keeping the route to Bolney as short as possible against minimising associated impact.</p> <p>The Environmental Statement (ES) Chapter 4: The Proposed Development, Volume 2 (APP REF: 6.2.4) details that to reduce the impact of the landfall, a trenchless solution, horizontal directional drilling (HDD), is to be used to install ducts that will house the cables under Climping beach. As detailed in the Outline Code of Construction Practice_(OCoCP) (APP REF: 7.2), HDD has been assessed in the Environmental Impact Assessment as this is the preferred option due to reduced complexity for trenchless crossings.</p> <p>The proposed construction works will be temporary in nature, and it is in the interest of the applicant to complete them as quickly as possible. Once installed, the land used to install the proposed infrastructure will be reinstated to its previous use. The HDD works will be completed under the existing sea defences.</p>	N

A1-27.	1A - MR01 - Concern - Construction impact - WCH	A comment expressing concern about Bread Lane being used as an access because it is a popular footpath for residents walking to the beach, with alternatives being less safe.	<p>A byway known as Bread Lane running from Climping to the beach will not be utilised as a construction access road. Operational traffic only will use this route for general maintenance and use will be minimal, and with light vehicles.</p> <p>An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared for the Project. Further consultation will be undertaken with West Sussex County Council (WSCC) and National Highways (NH) to develop an agreed management and mitigation strategy for construction traffic and traffic affected by the onshore elements of the Proposed Development and this will be included at the Development Consent Order (DCO) submission within a final agreed OCTMP.</p>	N
A1-28.	1A - MR01 - Concern - Construction impacts	Comments expressing concern about the newly proposed MR01 cable route, saying that it would not prevent negative impacts on the surrounding community or environment due to the continued use of Climping Beach as the landfall and the need for compounds and construction sites in populated areas.	<p>As the coastline is well developed, there are limited options for a landfall. We acknowledge that MR-01 would be closer to residences to the east and the Littlehampton Golf Club course. The proposed Climping Beach landfall was chosen from limited options as being able to balance keeping the route to Bolney as short as possible against minimising associated impact.</p> <p>The Environmental Statement (ES) Chapter 4: The Proposed Development, Volume 2 (APP REF: 6.2.4) details that to reduce the impact of the landfall, a trenchless solution, horizontal directional drilling (HDD), is to be used to install ducts that will house the cables under Climping beach.</p>	N

A1-29.	1A - MR01 - Concern - Construction schedule	<p>A comment expressing concern that the works to drill the cable under the beach would take place from April and September, which it is said would impact migrating birds.</p> <p>There was a suggestion to carry out the work at different times, such as May and August, or November and March.</p>	<p>Vegetation clearing works needed for Climping will take place at the appropriate times of year as set by construction good practice (e.g. any hedge works take place outside of the bird breeding season). The drilling of the landfall and the offshore duct works are not proposed to have any timing restrictions, though as it will involve offshore works there are advantages to completing the works during the better weather months.</p> <p>It is proposed that installation of the export cable within the export cable corridor does not take place between March and July to remove any impact that this activity could have on the Kingmere Marine Conservation Zone (MCZ) during the black seabream spawning season.</p>	N
A1-30.	1A - MR01 - Concern - Flooding	<p>A comment expressing concern that the MR01 proposed route is subject to flooding, which would impact construction.</p>	<p>MR01 was proposed to move the proposed horizontal directional drilling (HDD) drilling compound into an area less likely to flood. It is decided to keep the landfall options open in the Development Consent Order (DCO) Application (i.e. both the original route proposed and MR01). This will enable ground investigation works to be completed and for the selection of the most viable landfall location.</p>	N
A1-31.	1A - MR01 - Concern - Wildlife	<p>Comments expressing concern about the proposals for the route at MR01 because of its impact on migrating</p>	<p>MR01 was proposed to move the proposed horizontal directional drilling (HDD) drilling compound into an area less likely to flood. It has been decided to keep the landfall options open in the application (i.e. both the original route proposed</p>	N

		<p>birds who rely on a fragile ecosystem.</p> <p>It is said the minor route modification at that location would bring about little improvement compared with the previous route.</p>	<p>and MR01). This will enable ground investigation works to be completed and for the selection of the most viable landfall location.</p>	
A1-32.	1A – MR01 – Oppose	A general comment opposing MR01.	<p>MR01 was proposed to move the proposed horizontal directional drilling (HDD) drilling compound into an area less likely to flood. It has been decided to keep the landfall options open in the application (i.e. both the original route proposed and MR01). This will enable ground investigation works to be completed and for the selection of the most viable landfall location.</p>	N
A1-33.	1A - MR01 - Suggestion - Engage with stakeholder	<p>Comments calling for the Applicant to engage with technical stakeholders, including with the Environment Agency on sea defences and access, and with SGN and the HSE on crossings of high-pressure gas pipelines.</p>	<p>As detailed in Environmental Statement (ES) Chapter 26: Water Environment, Volume 2 (APP REF: 6.2.26), engagement with the Environment Agency (EA) has been ongoing since June 2020 in the form of emails, conference calls and specific targeted stakeholder meetings.</p> <p>A broad range of topics have been discussed with the EA, including the future of an existing sea defence along the Climping sea frontage.</p> <p>Discussions with Southern Gas Networks and other utility operators have taken place outside of the Evidence Plan Process.</p>	N

A1-34.	1A - MR01 - Suggestion - Lighting	A comment calling for the Applicant to manage its construction lighting in such a way as to avoid impacts on species such as bats and migratory birds.	<p>Construction activity required for Rampion 2 will be planned to minimise disruption.</p> <p>The effects of lighting have been assessed in the Environmental Statement (ES) Chapter 18: Landscape and Visual Impact, Volume 2 (APP REF: 6.2.18). As detailed in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2), lighting will be designed and positioned to minimise the impact of lighting on ecological receptors and sensitive habitats.</p>	N
A1-35.	1A - MR01 - Suggestion/Query	Suggestions and queries from consultees asking whether the proposed MR01 route would impact the golf course, saying that MR01 should be the only compound south of the A259, and that works and lighting should not affect Climping Beach. Further queries were received around the location of HDD entry and exit pits and associated access.	<p>While MR-01 widens the construction corridor, it does not include the golf course. The compounds required to support the landfall will be the only construction compounds south of the A259.</p> <p>Construction activity required for Rampion 2 will be planned to minimise disruption.</p> <p>The effects of lighting have been assessed in the Environmental Statement (ES), Chapter 18: Landscape and Visual Impact, Volume 2 (APP REF: 6.2.18). As detailed in the ES Chapter, where required, construction lighting will be limited to directional task lighting positioned to minimise glare and nuisance to residents and recreational receptors.</p> <p>HDD compound locations and alternative locations are shown in ES Chapter 4: The Proposed Development, Volume 2 (APP REF: 6.2.4).</p>	N
A1-36.	1A - MR01 - Support	Comments expressing support for the revised	Comment noted	N

		route at MR01, without offering further detail.		
A1-37.	1A - MR01 - Support - Coastal erosion	Comments expressing support for the revised route at MR01 on the grounds that it would avoid coastal erosion impacts.	Comment noted	N
A1-38.	1AC - AA02 - Concern - Construction impacts	A comment opposing the use of Kingley Gate on the grounds that it would impact residents using the private road Benjamin Gray Drive.	The Project has selected the use of AA-02 (now known as A-10). The use of this route for general maintenance will be minimal, and will only require access via light vehicles. An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared for the Project. Further consultation will be undertaken with West Sussex County Council (WSSCC) and National Highways (NH) to develop an agreed management and mitigation strategy for construction traffic and traffic affected by the onshore elements of the Proposed Development and this will be included at the Development Consent Order (DCO) submission within a final agreed Outline CTMP.	N
A1-39.	1B - AA01 - Suggestion/Query	A comment suggesting that the proposal for operational access from Church Green is replaced with the use of access via Field Place instead.	Operational accesses are proposed to the north and south of Field Place, Clymping. The previously proposed operational access along the road adjacent to St Mary's Church and Green is not proposed to be used for the Project.	Y

A1-40.	1B - MR02 - Concern - Construction impact - A259	A comment expressing concern about the construction impacts on the A259, which would have negative impacts on traffic across a wide area.	<p>An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared for the Project. Further consultation will be undertaken with West Sussex County Council (WSSCC) and National Highways (NH) to develop an agreed management and mitigation strategy for construction traffic and traffic affected by the onshore elements of the Proposed Development and this will be included at the Development Consent Order (DCO) submission within a final agreed OCTMP.</p> <p>The OCTMP details the environmental measures which may be implemented in relation to the traffic generated during the construction phase for the onshore elements of the Proposed Development. The OCTMP has been prepared to ensure that the management and mitigation measures contained within this appendix minimise the likely effects on existing road users during the construction phase. The primary objectives of the OCTMP are to ensure the movement of people and materials in a safe, efficient, timely, and sustainable manner, keep construction traffic to a minimum during peak network periods to reduce the impact on the highway network, ensure that effects and disruption on local communities is minimised, minimise vehicle trips where possible and limit the impacts on the natural and built environment.</p>	N
A1-41.	1B - MR02 - Suggestion - Alternative route	A suggestion for an alternative cable route along a footpath that	The route proposed is not wide enough to accommodate the number of cables proposed.	N

		runs underneath the road bridge across the river Arun, an area that it is said already has vehicle access.		
A1-42.	1B - MR02 - Suggestion/Query	Suggestions for the MR02 route, including a one consultee noting that works depend heavily on the Environment Agency maintaining flood defences at Climping and a call for works to be aligned with proposals for the A259 at Ferry Road.	The MR02 has been incorporated into the Development Consent Order (DCO) Application and comprises the widening of the cable corridor by 50m to ensure there is no overlap with the West Bank mixed use development area. The detailed plans submitted align with the proposed works on the A259, which are expected to have been completed ahead of works beginning on Rampion 2.	N
A1-43.	1B - MR02 - Support - NMU	A comment expressing support for not using Bread Lane, which is a popular walking route to Climping Beach for residents.	Comment noted.	N
A1-44.	1B - Support - Cultural heritage	A comment noting that using an access south of Field Place removes the impact on a Grade 1 listed heritage church.	Comment noted.	N
A1-45.	1C - AA02 - Concern - Compensation	A comment calling for damage to roads and footways along AA02 to	It is proposed to only use AA02 for operational access and not for construction traffic.	N

		be reinstated after construction and restricted access for general traffic to improve access for residents.		
A1-46.	1C - ACR01 - Oppose - Birds	Comments expressing concern about the impacts on birds as a result of constructing in Area 1C, calling for the cable route to be aligned along the eastern side of the railway line where it would have less impact on sensitive habitats such as the coastal floodplain.	It has been decided to route the cable to the east of the railway line, once it has crossed the river Arun and the railway itself.	Y The cable has been routed to the east of the railway line.
A1-47.	1C - ACR01 - Oppose - Rail crossings	Comments expressing concern about the newly proposed cable route on the grounds that it crosses the railway line twice, whereas the previously proposed route did not at all.	Due to the location of the land fall and where the National Grid connection point is, at least two railway crossings would be needed. The final design of the cable route crosses the railway only twice. The alternative proposal in the consultation saw the cable route crossing the railway a total of three times, an approach which has now been discounted. Engagement and consultation undertaken for the project, which includes engagement with National Rail, have informed the assessment work and the evolution of the design of the Proposed	Y Only two rail crossings will be made.

			Development. The selection process for the cable route is fully described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). Following on from the public consultation, alternative cable routes were assessed, and options proposed in a further consultation. The cable has been routed to balance making it as short as possible and minimising its impact. The cable route has been fully assessed to ensure the minimum impact and the shortest cable route possible is selected.	
A1-48.	1C - ACR01 - Support	A comment expressing support for the proposed alternative cable route at ACR01.	Comment noted.	N
A1-49.	1C - ACR01 - Support - Archaeology	Comments supporting ACR-01 on the grounds that it potentially avoids impacting archaeological assets along the previously proposed route to the east.	Comment noted.	N
A1-50.	1C - ACR01 - Support - Rail	A comment supporting ACR01 because it helps preserve the proposed Arundel Chord Railway line.	Comment noted.	N
A1-51.	1C - ARC01 - Suggestion/Query - Construction impacts	A general comment calling on the Applicant to manage interfaces	Rampion 2 have met with the relevant Local Authorities and National Highways to discuss the interactions with the A27, including the proposals	N

		with nearby major infrastructure such as the A27.	<p>for the A27 Arundel Bypass project. Rampion 2 will manage the interfaces with major nearby infrastructure, including the A27. The final onshore cable route selected includes a crossing over 2 miles to the east of the junction with the Lyminster Road / A284. This will take it away from the proposed works on the A27 to the west of this junction.</p> <p>An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been written to ensure that the management and mitigation measures minimise the likely effects on existing road users during the construction phase. Further consultation will be undertaken with West Sussex County Council (WSSCC) and National Highways (NH) to develop an agreed management and mitigation strategy for construction traffic and traffic affected by the onshore elements of the Proposed Development and this will be included at the DCO submission within a final agreed CTMP.</p>	
A1-52.	1C - TC01/02 - Power lines	A comment calling for roads and power lines to be undergrounded as part of the Project's trenching activities.	The Proposed Development includes buried onshore cables in a single corridor for the maximum route length of up to 38.8km. The new onshore substation will connect to the existing National Grid Bolney Substation, also via buried onshore cables. There are no further proposals to underground existing road and power lines as part of the Project, which are the responsibility of the Highway Authorities and SUs.	N

A1-53.	1C - TC02 - Concern - Water courses/flooding	A comment calling the Applicant to avoid impacts from trenching TC02 on Black Ditch, a water course that flows into the River Arun.	<p>TC02 was not progressed as part of the DCO as ACR-01 was discounted as an option.</p> <p>Care will be taken when crossing Black Ditch, which will take place just to the north of the railway line.</p> <p>Environmental Statement (ES)_Chapter 26: Water Environment, Volume 2 (APP REF: 6.2.26) details the current baseline, which includes Black Ditch.</p> <p>The Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) details commitments specific to water environment that will be secured. This includes securing appropriate environmental permits or land drainage consents from the Environment Agency.</p>	N
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6.8.2. **Area 2 - Lyminster to Sullington Hill (Modified route)**

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
A2-01.	2 - General - Oppose - Access	Comments expressing concern over the potential impacts of the proposals on roads in Area 2, including fears that construction vehicles will cause delays and disruption to local people.	<p>It has been decided to not use the majority of the cable route proposed for Area 2.</p> <p>The only parts of the proposed cable route which have been retained in the submitted Development Consent Order (DCO) application is the part of ACR02 which runs to the south of the A27 but does not cross</p>	Y Removal of most of the cable routes proposed in Area 2.

			<p>the A27, a small part of AA09 in the south and AA10 to reach Sullington Hill.</p> <p>Onshore cable route modification ACR02 involves a crossing of the Lyminster Road by way of a trenchless crossing in order to reduce disruption.</p>	
A2-02.	2 - General - Neutral - Construction impacts	A suggestion that support for the proposals is dependent on the Applicant's ability to effectively mitigate impacts on wildlife.	<p>As detailed in the Environmental Statement (ES) Chapter 1: Introduction, Volume 2 (APP REF: 6.2.1) the aim of the environmental statement is to provide the reader with a good understanding of the likely significant environmental effects relating to Rampion 2 Offshore Wind Farm. The ES also documents the embedded environmental measures proposed to reduce the impact and any residual effects. Environmental Measures are measures which are proposed to prevent, reduce and where possible offset any significant adverse effects (or to avoid, reduce, and if possible, remedy identified effects).</p> <p>The Project has also prepared an Outline Code of Construction Practice (OCoCP) (APP REF: 7.2). This document has been prepared to secure the embedded environmental measures that will apply to all activities associated with the construction of the onshore elements of the Proposed Development. The document was</p>	N

			developed alongside the Environmental Impact Assessment process and includes embedded environmental measures derived from the assessment process, legislative requirements and industry best practice.	
A2-03.	2 - General - Oppose - Agriculture	A concern that the proposals would affect the long-term viability of a farm near Poling.	The impacts on soils and agriculture are assessed in the ES Chapter 20: Soils and Agriculture, Volume 2 (APP REF: 6.2.20). Whilst the environmental assessment concludes that there is the Potential for Significant Effects associated with the loss of topsoil and the temporary loss or damage to agricultural land during the construction phase, these effects will be managed and minimised as far as possible through the Soil Management Plan. The cable will be buried to a minimum depth of 1.2m with agricultural activities permitted down to 0.9m below the surface to ensure that further to construction, agricultural activities can continue above the cable. Other measures include Reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines and storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction. Soil management measures are outlined in the Outline Soils Management Plan (APP REF: 7.4) which forms part of the OCoCP (APP REF: 7.2) and will be implemented during the construction phase.	N

			<p>Carter Jonas have attended meetings, and held conversations with affected landowners, to discuss the Project and take account of concerns and constraints that were raised in particular with regard to cable route alignment and the impact that this may have on their use of the land. Where issues have been raised these were fed back to the Project team so as to be taken into account in the cable route design decision making process.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop</p>	
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			<p>losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3- 	
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			<p><u>compensation-to-agricultural-owners-and-occupiers</u></p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers <p><u>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers</u></p>	
A2-04.	2 - General - Oppose - Community/Property/Land	<p>Comments expressing concern over potential impacts of the proposals on land and property, including suggestions that the changes to the route in Area 2 would increase impacts on areas such as Lyminster, Poling, Crossbush and Sullington.</p>	<p>The part of the proposed cable route which have been used for the Project is the part of ACR02 which runs to the south of the A27 but does not cross the A27, a small part of AA09 in the south and AA10 to reach Sullington Hill.</p> <p>Areas around Crossbush will no longer be used for routing the cable.</p> <p>Further to consultation it is proposed that Lyminster Road and Poling Street would be crossed by way of trenchless crossing to reduce disruption. Trenchless crossing methods avoid disturbance above or stopping transport services.</p> <p>Cable routeing decisions have taken into account direct impacts on land and property raised through environmental assessment work (including a review of planning</p>	<p>Y Removal of most of the cable routes proposed in Area 2.</p>

			<p>applications and consents) and the consultation responses received with supporting information and evidence.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p>	
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			<p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers 	
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A2-05.	2 - General - Oppose - Cultural heritage	Comments highlighting potential impacts of the proposals on sites of cultural heritage, including historic houses and an ancient leper settlement.	<p>Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25) sets out how the assessment has considered the likely significant effects of the Proposed Development on historic environment, including designated and non-designated heritage assets. The chapter presents the results of the assessment of the likely significant effects of Rampion 2, with respect to historic environment, including terrestrial archaeology, historic buildings/ structures, and historic landscapes.</p> <p>At the Statutory Consultation Stage (October to November 2022), Area 2e was introduced. This area included an alternative cable route (ACR-05). ACR-05 introduced the need for assessment of a former medieval leper settlement. The receptor were identified in the Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) as either new, or with the potential for a change, in relation to socio economic, transport and historic environment (heritage) effects.</p> <p>For the final cable route, it has been decided not to route any of the cable route through Area 2E.</p>	Y
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A2-06.	2 - General - Oppose - Cumulative impacts	Assertions that the impacts of the proposals would add to impacts of other planned developments, including the A27 Arundel Bypass works and an A27 bridge crossing.	The final onshore cable route chosen now has a crossing over 2 miles to the east of the junction with the Lyminster Road / A284. This will take it away from the proposed works on the A27 to the west of this junction.	Y Cable route now crosses the A27 further to the east.
A2-07.	2 - General - Oppose - Drainage	Suggestions concerning drainage, including one that the village of Poling is prone to flooding and that the proposed route may add to this problem, and another concerning the Decoy Watercourse system.	A detailed drainage design will be completed ahead of construction works beginning.	N
A2-08.	2 - General - Oppose - Environment/Wildlife	Comments of concern regarding the potential impacts of the proposals in Area 2 on the natural environment, including references to birds, wildflowers and hedgerows.	It has been decided to not use the majority of the cable route proposed for Area 2. The only parts of the proposed cable route which have been used for the submitted application is the part of ACR02 which runs to the south of the A27 but does not cross the A27, a small part of AA09 in the south and AA10 to reach Sullington Hill.	Y Removal of most of the cable routes proposed in Area 2.
A2-09.	2 - General - Oppose - Health/Quality of life	A comment that residents of a care home in Area 2 require 24/7 access to medical assistance, and a concern that this may be impeded by construction of the cable route.	Proposed onshore cable route modification ACR02 crosses Lyminster road to the south of Lyminster. The crossing will be by trenchless crossing method avoiding disturbance above or stopping transport services. When the embedded environmental measures to prevent, control and limit the potential for effects on population and	N

			human health during the lifetime of Rampion 2 are taken into account, there are No Significant Effects during construction, operation and maintenance, and decommissioning.	
A2-10.	2 - General - Oppose - Oppose LACR02/Prefer LACR01	Comments expressing a preference for LACR01 over a route through Area 2.	<p>It has been decided to not use the majority of the cable route proposed for Area 2.</p> <p>The only parts of the proposed cable route which have been used for the submitted application is the part of AC02 which runs to the south of the A27 but does not cross the A27, a small part of AA09 in the south and AA10 to reach Sullington Hill.</p>	Y Removal of most of the cable routes proposed in Area 2.
A2-11.	2 - General - Oppose - Roads	Comments that many roads in Area 2 are unsuitable for construction vehicles, including references to the villages of Crossbush, Warningcamp and Poling.	<p>It has been decided to not use the majority of the cable route proposed for Area 2.</p> <p>The only parts of the proposed cable route which have been used for the submitted application is the part of ACR02 which runs to the south of the A27 but does not cross the A27, a small part of AA09 in the south and AA10 to reach Sullington Hill.</p> <p>The cable route no longer goes close to either Crossbush or Warningcamp.</p> <p>Further to consultation it is proposed that Lyminster Road and Poling Street would be</p>	Y Removal of most of the cable routes proposed in Area 2.

			crossed by way of trenchless crossing to reduce disruption. Trenchless crossing methods avoid disturbance above or stopping transport services.	
A2-12.	2 - General - Oppose - Safety	A comment that the route in Area 2 is in close proximity to a firing range used by a shooting club and that this poses a serious health and safety risk.	Further to consultation feedback, including feedback and engagement with a shooting club, a corridor for part of an alternative section of cable route was consulted on in February 2023 from Myrtle Grove to the area to the south of Sullington Hill, described as cable route 'LACR1d'. This cable route modification was implemented and forms part of the Project and therefore impacts on the shooting club operation are now avoided.	Y
A2-13.	2 - General - Oppose - Traffic	A comment expressing concern about the traffic impacts on the A27 and Crossbush junction, which it is said already experiences congestion.	The cable route modifications implemented have resulted in the A27 / Crossbush junction being avoided.	Y
A2-14.	2 - General - Oppose - Water/Flooding	A comment expressing concern about water courses in an area that experiences natural watercourse run-off and flooding of residential properties. It is claimed that any damage to the Decoy Watercourse would flood areas towards the coast.	Measures to prevent the existing land drainage regime being compromised as a result of the construction phase through construction and operational drainage plans are set out in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2).	N

A2-15.	2 - General - Suggestion/Query - Access	A query concerning the anticipated level of use of an access track from the Muntham Farm crossroads, and the types of vehicles that would use it.	The Muntham Farm crossroads is located on the proposed construction access AA10. This has been incorporated into the final proposal and will be used for construction traffic constructing the cable route. A variety of construction vehicles will use this route ranging from light to heavy vehicles. The road with crosses over the AA10 route will be used for operations only. Generally, it will be used very infrequently by light vehicles.	N
A2-16.	2 - General - Suggestion/Query - Alignment	Suggestions for the alignment of the cable route in Area 2, including one to stay as close as possible to the river plain and another to run parallel to the Arun Valley railway line.	It has been decided to not use the majority of the cable route proposed for Area 2. The only parts of the proposed cable route which have been used for the submitted application is the part of ACR02 which runs to the south of the A27 but does not cross the A27, a small part of AA09 in the south and AA10 to reach Sullington Hill.	N
A2-17.	2 - General - Support	Statements of support for the proposals.	No response required.	N
A2-18.	2 - General - Support - Conditional	Statements of support based on the proviso that certain conditions are met that the route is the most cost-effective and that any negative impacts of construction are effectively managed.	No response required.	N
A2-19.	2A - AA04 - Concern - Business/Economy	A comment that AA-04 should be situated away from business premises.	At the Statutory Consultation Stage (October to November 2022), AA-04 was introduced to stay further away from	N

			<p>Brookside Caravan Park when accessing the proposed cable route options to the west.</p> <p>With the selection of ACR-02 and LACR-01 as the cable route, AA-04 is no longer required, as the cable would now run in this location. Rampion 2 will seek to minimise disruption by following the measures in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2).</p>	
A2-20.	2A - AA04 - Oppose - Communities	A comment expressing concern that AA-04 may negatively affect the local community.	<p>At the Statutory Consultation Stage (October to November 2022), AA-04 was introduced to stay further away from Brookside Caravan Park when accessing the proposed cable route options to the west.</p> <p>With the selection of ACR-02 and LACR-01 as the cable route, AA-04 is no longer required, as the cable would now run in this location. Rampion 2 will seek to minimise disruption by following the measures in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2).</p>	N
A2-21.	2A - AA04 - Suggestion/Query - Construction	A request that AA-04 is constructed and used only during autumn and winter months in order to limit impacts on a family holiday park.	At the Statutory Consultation Stage (October to November 2022), AA-04 was introduced to stay further away from Brookside Caravan Park when accessing	N

			<p>the proposed cable route options to the west.</p> <p>With the selection of ACR-02 and LACR-01 as the cable route, AA-04 is no longer required, as the cable would now run in this location. Rampion 2 will seek to minimise disruption by following the measures in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2).</p>	
A2-22.	2A - AA04 - Suggestion/Query - Mitigation	A suggestion that mitigation in the form of bunding and screening would minimise impacts of AA-04 on a family holiday park.	<p>At the Statutory Consultation Stage (October to November 2022), AA-04 was introduced to stay further away from Brookside Caravan Park when accessing the proposed cable route options to the west.</p> <p>With the selection of ACR-02 and LACR-01 as the cable route, AA-04 is no longer required, as the cable would now run in this location. Rampion 2 will seek to minimise disruption by following the measures in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2).</p> <p>There is no proposal for any bunding or screening during construction. Once the cable has been installed, the area will be reinstated to its current use.</p>	N
A2-23.	2A - ACR02 - Support - Archaeology	An expression of support for ACR-02 on the basis that it would avoid	No response required.	N

		archaeological impacts that may have arisen from the original cable route.		
A2-24.	2A - Oppose - Agriculture / Environment	Comments of concern over the impacts of Area 2a on agricultural land and the natural environment.	<p>Cable routing decisions have taken into account direct impacts on land through environmental assessment work and sensitive sites have been avoided by the project footprint.</p> <p>The impacts on soils and agriculture are assessed in Environmental Statement (ES) Chapter 20: Soils and Agriculture, Volume 2 (APP REF: 6.2.20). Whilst the environmental assessment concludes that there is the Potential for Significant Effects associated with the loss of topsoil and the temporary loss or damage to agricultural land during the construction phase, these effects will be managed and minimised as far as possible through the Soil Management Plan. The cable will be buried to a minimum depth of 1.2m with agricultural activities permitted down to 0.9m below the surface to ensure that further to construction, agricultural activities can continue above the cable. Other measures include reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines and storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction. Soil</p>	N

			<p>management measures are outlined in the Outline Soils Management Plan (APP REF: 7.4) which forms part of the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) and will be implemented during the construction phase.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as</p>	
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			<p>Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers 	
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			https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers	
A2-25.	2A - TC03 - Suggestion/Query	Suggestions for alternative access arrangements for TC-03.	<p>It has been decided to incorporate TC03 into the final proposed onshore cable route. Access to this trenchless crossing compound will be from the Lyminster Road / A284.</p> <p>Care will be taken to minimise any disruption to the local community.</p>	Y
A2-26.	2B - ACR03 - Oppose	Comments expressing opposition to ACR-03 without specifying the reasons for this.	<p>At the Statutory Consultation (October to November) Stage, ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland.</p> <p>At the Environmental Statement stage, ACR-03 has not been included in the final cable route.</p>	Y ACR-03 has not been incorporated into the final cable route.
A2-27.	2B - ACR03 - Oppose - Agriculture	Comments expressing concern about the impact of the construction works on agricultural land, with it being claimed that the new proposals would mean longer-term impacts in this area and a	At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support	Y ACR-03 has not been incorporated into the final cable route.

		temporary cessation of farming and grazing.	construction. ACR-03 was within an area of designated Ancient Woodland. At the Environmental Statement stage, ACR-03 has not been included in the final cable route.	
A2-28.	2B - ACR03 - Oppose - Communities	Comments opposing ACR-03 on the basis of its negative impact on local communities.	At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland. At the Environmental Statement stage, ACR-03 has not been included in the final cable route.	Y ACR-03 has not been incorporated into the final cable route.
A2-29.	2B - ACR03 - Oppose - Environment/Wildlife	Comments expressing opposition to ACR-03 on the basis of its impacts on the natural environment, wildlife and agriculture.	At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland. At the Environmental Statement stage, ACR-03 has not been included in the final cable route.	Y ACR-03 has not been incorporated into the final cable route.

A2-30.	2B - ACR03 - Oppose - Health/Quality of life	A comment explaining that the predicted impact of ACR-03 on an individual's land and property would also impact their mental health and quality of life.	<p>At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland.</p> <p>At the Environmental Statement stage, ACR-03 has not been included in the final cable route.</p>	Y ACR-03 has not been incorporated into the final cable route.
A2-31.	2B - ACR03 - Oppose - Justification	A comment criticising the decision to develop ACR-03, given that it would pass through an Area of Archaeological Notification and an area of designated Ancient Woodland.	<p>At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland.</p> <p>At the Environmental Statement stage, ACR-03 has not been included in the final cable route.</p>	Y ACR-03 has not been incorporated into the final cable route.
A2-32.	2B - ACR03 - Oppose - Property	Comments drawing attention to impacts of ACR-03 on specified properties, including a stable.	At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland.	Y ACR-03 has not been incorporated into the final cable route.

			At the Environmental Statement stage, ACR-03 has not been included in the final cable route.	
A2-33.	2B - ACR03 - Oppose - Traffic/Construction traffic	Comments stating that the roads where ACR-03 would be situated are not suitable for construction traffic.	At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland. At the Environmental Statement stage, ACR-03 has not been included in the final cable route.	Y ACR-03 has not been incorporated into the final cable route.
A2-34.	2B - ACR03 - Support - Landscape/Visual	A comment of support, explaining that ACR-03 would be less visible to residents of Warningcamp because it would be constructed with trenchless crossings.	No response required.	N
A2-35.	2B - Oppose - Community/Property	Comments opposed to the potential impacts of Area 2B on land and property, including specific references to the proximity of ACR-03 to Clay Lane.	At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland. At the Environmental Statement stage, ACR-03 has not been included in the final cable route.	Y ACR-03 has not been incorporated into the final cable route.

A2-36.	2B - Oppose - Construction traffic	Comments expressing concern about the potential for construction traffic to use Clay Lane, which is described as unsuitably narrow, in order to access ACR-03.	<p>At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland.</p> <p>At the Environmental Statement stage, ACR-03 has not been included in the final cable route.</p>	Y ACR-03 has not been incorporated into the final cable route.
A2-37.	2B - Oppose - Drainage	A comment that land within the proposed Area 2B that would be used for ACR-03 is prone to flooding, and that construction works may add to this risk.	<p>At the Statutory Consultation Stage (October to November 2022), ACR-03 was identified as an option to take the cable route further East, to cross a gas pipeline at a better angle. ACR-03 also included a small area to the west to support construction. ACR-03 was within an area of designated Ancient Woodland.</p> <p>At the Environmental Statement stage, ACR-03 has not been included in the final cable route.</p>	Y ACR-03 has not been incorporated into the final cable route.
A2-38.	2B - Oppose - Env/Wildlife	Comments opposed to potential environmental impacts in Area 2B, including references to bats, butterflies and an area of wetland.	It has been decided not to route any of the cable route through Area 2B.	Y Area 2B has not been incorporated into the final cable route.
A2-39.	2B - Oppose - Mitigation	A concern that replacement trees in Area 2B would require several	It has been decided not to route any of the cable route through Area 2B.	Y

		years to mature to a point where visual impacts of the proposals would be adequately mitigated.		Area 2B has not been incorporated into the final cable route.
A2-40.	2B - Oppose - Oppose LACR02/Prefer LACR01	Comments explaining that opposition to LACR02 are based on a preference for LACR01.	It has been decided not to route the cable following LACR02.	Y Route LACR02 has not been incorporated into the final cable route.
A2-41.	2B - Oppose - Original route	A comment stating that the previously proposed route is preferable because it passes through more open countryside, as opposed the easter route that is closer to ponds, woodland and houses.	It has been decided not to route any of the cable route through Area 2B.	Y Area 2B has not been incorporated into the final cable route.
A2-42.	2B - Suggestion/Query - Alignment	A query over the way in which impacts on Crossbush and Warningcamp have been assessed, with a suggestion that because they are low density settlements their impacts have been overlooked.	It has been decided that the final proposed cable route will not pass either Crossbush or Warningcamp.	Y The final cable route does not pass either Crossbush or Warningcamp.
A2-43.	2B - TC07 - Support	Comments expressing preference for TC-07 over other potential locations for a trenchless crossing on the basis that it would not impact residents or properties.	No response required.	N

A2-44.	2C - AA08 - Concern - Flooding	A comment expressing concern over the potential for AA-08 to be affected by flooding, which is reported as an ongoing problem in the area where it would be situated.	It has been decided not to route any of the cable route through Area 2C.	Y Area 2C has not been incorporated into the final cable route.
A2-45.	2C - AA08 - Oppose - Unsuitable	Comments opposed to AA08 on the basis that it is an unsuitable area for an access road.	It has been decided not to route any of the cable route through Area 2C.	Y Area 2C has not been incorporated into the final cable route.
A2-46.	2C - ACR04 - Oppose - Access	Comments opposed to ACR-04 on the basis that AA-07 and AA-08, which would provide construction and maintenance access to it, would be disruptive.	It has been decided not to route any of the cable route through Area 2C.	Y Area 2C has not been incorporated into the final cable route.
A2-47.	2C - ACR04 - Support - Impacts	Support for ACR-04 on the basis that it would be less impactful than alternative options, including impacts on the Peppering Project.	No response required.	N
A2-48.	2C - ACR04 - Oppose - Environment/Wildlife	Comments expressing concern that ACR-04 would impact on a Local Wildlife Site, which it is said must be avoided.	It has been decided not to route any of the cable route through Area 2C.	Y Area 2C has not been incorporated into the final cable route.
A2-49.	2C - ACR04 - Oppose - Traffic	A stating that access roads AA07 and AA08 would be unsuitable for construction traffic along Burpham	It has been decided not to route any of the cable route through Area 2C.	Y Area 2C has not been

		Road, should ACR04 be selected.		incorporated into the final cable route.
A2-50.	2C - Oppose - Environment	Comments opposed to Area 2C and ACR-04 because it would be harmful to a local wildlife site, including references to the digging of trenches.	It has been decided not to route any of the cable route through Area 2C.	Y Area 2C has not been incorporated into the final cable route.
A2-51.	2C - TC08- Suggestion/Query - Mitigation	A request to protect wild orchards that grow close to the site of TC - 08.	It has been decided not to route any of the cable route through Area 2C.	Y Area 2C has not been incorporated into the final cable route.
A2-52.	2C - TC08/TC09 - Support	Comments of support for TC-08 and TC-09 on the grounds that they would reduce impacts on an area of countryside.	No response required.	N
A2-53.	2C - TC10 - Support	Support for TC-10 on the basis that it avoids impacts on ancient woodland.	No response required.	N
A2-54.	2D - MR05 - Suggestion/Query	A query regarding the requirement for MR-05 in the event that ACR-04 is the preferred route option in Area 2D.	At the Statutory Consultation Stage (October to November 2022), MR-05 covered several areas that extended the width of the previously proposed accesses. This was to facilitate better field access for construction vehicles to feed cables under hedgerows. The modification were included to reduce disturbance to hedgerows in the Peppering Project and to a commercial business.	Y Area 2D has not been incorporated into the final cable route.

			For the final cable route, it has been decided not to route any of the cable route through Area 2D.	
A2-55.	2D - MR05 - Support - Environment	Support for MR-05 on the basis that it would avoid impacts on wildlife, including the Peppering Project.	No response required.	N
A2-56.	2D - Support - Communities	Support for Area 2D in general on the basis that it would avoid impacts on wildlife and homes.	No response required.	N
A2-57.	2E - ACR05 - Oppose - WCH	Opposition to ACR-05 on the grounds that it would use an existing track that is used by walkers and cyclists.	At the Statutory Consultation Stage (October to November 2022), Area 2e was introduced. This area included an alternative cable route (ACR-05). ACR-05 was introduced to provide a potential alternative route to the south of our original proposal, skirting around the southern edge of the field boundary to protect the Bettlebank Environmental Stewardship Scheme. ACR-05 introduced the need for assessment of a new bridleway at Barpham Hill and a former medieval leper settlement, which is a site of historic interest. The receptors were identified in the Preliminary Environmental Information Report Supplementary Information Report as either new, or with the potential for a change, in relation to socio economic, transport and historic environment (heritage) effects.	Y Area 2E has not been incorporated into the final cable route.

			At the Environmental Statement stage, it has been decided not to route any of the cable route through Area 2E.	
A2-58.	2E - ACR05 - Suggestion/Query	A query concerning why it would not be possible to provide a trenchless crossing beneath an area of ancient woodland in Area 2e, as is the case in other areas of the cable route.	<p>At the Statutory Consultation Stage (October to November 2022), Area 2e was introduced. This area included an alternative cable route (ACR-05) and a trenchless crossing (TC-11). ACR-05 was introduced to provide a potential alternative route to the south of our original proposal, skirting around the southern edge of the field boundary to protect the Bettlebank Environmental Stewardship Scheme. The trenchless crossing TC-11 proposed, passed under a woodland area that was related to a nearby Special Area of Conservation. ACR-05 introduced the need for assessment of a new bridleway at Barpham Hill and a former medieval leper settlement, which is a site of historic interest. The receptors were identified in the Preliminary Environmental Information Report Supplementary Information Report as either new, or with the potential for a change, in relation to socio economic, transport and historic environment (heritage) effects.</p> <p>For the final cable route, it has been decided not to route any of the cable route through Area 2E.</p>	Y Area 2E has not been incorporated into the final cable route.

A2-59.	2E - ACR05 - Support - Impacts	Support for ACR-05 on the basis that they avoid impacting local features such as a farm.	No response required.	N
A2-60.	2E - Oppose - Environment	Opposition to Area 2e because of its environmental impacts	<p>At the Statutory Consultation Stage (October to November 2022), Area 2e was introduced. This area included an alternative cable route (ACR-05) and a trenchless crossing (TC-11). ACR-05 was introduced to provide a potential alternative route to the south of our original proposal, skirting around the southern edge of the field boundary to protect the Bettlebank Environmental Stewardship Scheme. The trenchless crossing TC-11 proposed, passed under a woodland area that was related to a nearby Special Area of Conservation. ACR-05 introduced the need for assessment of a new bridleway at Barpham Hill and a former medieval leper settlement, which is a site of historic interest. The receptors were identified in the Preliminary Environmental Information Report Supplementary Information Report as either new, or with the potential for a change, in relation to socio economic, transport and historic environment (heritage) effects.</p> <p>At the Environmental Statement stage, it has been decided not to route any of the cable route through Area 2E.</p>	Y Area 2E has not been incorporated into the final cable route.

A2-61.	2E - TC11 - Support	An expression of support for TC-11.	No response required.	N
A2-62.	2F - AA09 - Concern - Environment	A comment explaining that AA-09 could only be supported if it does not affect the Peppering Project.	<p>At the Statutory Consultation Stage (October- November 2022), access AA-09 was proposed as a temporary construction and operational access from the A280 in the south (north of Clapham) to the original PEIR Assessment Boundary towards Sullington Hill. The access was proposed to run via existing estate roads and tracks with no new larger entrance associated with this access. AA-09 included provision for new passing places.</p> <p>For the final cable route, only a small portion of AA-09 will be used at its very southern end. None of this remaining part of the access passes through the Peppering Project.</p>	Y Only a small part of AA-09 has been incorporated into the final cable route.
A2-63.	2F - AA09 - Support	A comment supporting access AA-09 because it could make use of existing estate roads and tracks, rather than construction new carriageways as would be required elsewhere.	Comment noted.	N
A2-64.	2G - AA10 - Concern - Environment	Comments opposed to AA-10 because it would require new stone roadways and may impact the Peppering Project.	At the Statutory Consultation Stage (October to November 2022), access AA-10 was proposed as a temporary construction and operational access from the existing access at the A280.	N

			At the Environmental Stage, construction access AA-10 (now named A-28) has been incorporated into the final cable route. The route itself does not pass through the Peppering project.	
A2-65.	2G - AA10 - Oppose - Safety	A comment opposed to AA-10 on the basis that it would present a safety risk as vehicles use it to enter and exit the A280, which is reported as an already dangerous section of road.	At the Statutory Consultation Stage (October to November 2022), access AA-10 was proposed as a temporary construction and operational access from the existing access at the A280. Construction access AA10 (now named A-28) has been incorporated into the final cable route. The detailed design of road junctions will be agreed with the local highway authority to meet safety standards.	N
A2-66.	2G - AA10 - Suggestion/Query - Construction	A comment that AA-10 would be situated close to the South Downs Gun Club and so care should be taken to minimise associated risks.	The project has engaged with the South Downs Gun Club directly. Following this engagement, the project is satisfied that AA10 and other elements of the cable route are of a sufficient distance away from the activities of the club to enable safe construction works and to avoid impacting on the operation of the club.	Y The final cable route is an appropriate distance from the South Downs Gun Club.
A2-67.	2G - AA10 - Support - Impacts	A comment supporting the AA-10 on the grounds that it avoids access via Chantry Lane and is on open land.	No response required.	N

A2-68.	2G - AA10 - Support - Traffic	A comment in support of the minimal traffic impacts of AA-10.	No response required.	N
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6.8.3. Area 3 – Crossbush to Michelgrove (Central Route)

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
A3-01.	3 - General - Oppose - Biodiversity	Opposition to works in Area 3 because of its impact on biodiversity.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However, construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.
A3-02.	3 - General - Oppose - Construction impacts	General comments expressing concern about the disruption caused by the construction in Area 3.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michel Grove. However, light construction, operation and maintenance access will be utilised which follows part of the LACR-02 route along the existing track which passes through the wood land leading up to Michelgrove, referred to in this application as A-25.	Y The majority of LACR-02 has not been incorporated into the final cable route.
A3-03.	3 - General - Oppose - Impact on stable	Comments expressing concern about the construction impacts on a stables	This section of the cable route has not been selected as part of the final route.	Y

		in Area 3, affecting stable owners' business and users.		
A3-04.	3 - General - Oppose - Prefer original cable route	Comments expressing opposition to works in Area 3 on the grounds that the previously proposed cable route had fewer impacts on local people.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michel Grove. However, a construction and operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the woodland leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.
A3-05.	3 - General - Oppose - protect villagers	Comments expressing concern about the wellbeing of residents who live in villages near to the works in Area 3, who it is felt are vulnerable to stress and ill-health as a result of the proposed construction activities.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michel Grove. However, a construction and operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.
A3-06.	3 - General - Support	Comments supporting the route through Area 3.	Comment noted.	
A3-07.	3 - General - Support - Env caveat	Comments supporting the route through Area 3, but with the caveats that wildlife should be protected as much as possible, including preserving trees, avoiding disturbance of nesting birds, and replanting hedges.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michel Grove. However, construction and operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the woodland leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.

A3-08.	3A - Oppose - Ancient woodland	A comment stating that the removal of even a small amount of ancient woodland in Area 3a is not justified, suggesting that if this is the selected route, then a trenchless crossing of the woodland would be used.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michel Grove. However, a construction and operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove. The final route does not involve removing ancient woodland in Area 3A.	Y The majority of LACR-02 has not been incorporated into the final cable route.
A3-09.	AA31 - Concern - Cultural heritage	A comment expressing concern that AA-31 passes close to scheduled monuments and listed buildings.	With the selection of LACR-01d, AA-31 is no longer required (it served LACR-02), and so avoids potential impacts in this area.	Y
A3-10.	AA32 - Concern - Cultural heritage	A comment expressing concern that AA-32 crosses the Itford Hill scheduled monument and an Anglo-Saxon barrow field.	With the selection of LACR-01d, AA-32 is no longer required (it served LACR-02), and so potential impacts on the Itford Hill style settlement SAM are reduced.	Y

6.8.4. Area 4 – Lymington to Sullington Hill (Eastern Route)

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
A4-01.	4 - Concern - Biodiversity	Comments expressing concern that ancient woodland would be affected in Area 4, with one consultee saying it would take 10 or	The final cable route passes through Area 4 and consists of LACR-01a and what become LACR-01d, which was consulted on separately. The cable has been routed to avoid ancient woodland wherever possible.	Y Trenchless crossings used to avoid damaging ancient woodland.

		<p>more years for the habitats to recover from the construction works.</p>	<p>Where it has not been possible to avoid ancient woodland, it has been proposed that these areas are crossed using a trenchless solution.</p> <p>This will be designed to pass under the woodland without effecting tree roots.</p> <p>An Environmental Ecological Management and Monitoring Plan, effective for 10 years, will be produced which will take affect post construction.</p>	
A4-02.	4 - Oppose - Access (inc to healthcare)	<p>Comments expressing concern about accesses, including Hammerpot Lane, which it is said is difficult to access from the A27, and Clay Lane, which is muddy most of the year round and narrow.</p> <p>There are concerns that large vehicles and higher volumes of traffic would not be safe along these country lanes.</p>	<p>An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been developed for the Project. The OCTMP outlines measures which will be implemented to manage traffic generated during construction of the onshore elements of the Proposed Development. It will be produced by the Principal Contractor(s) and approved by the relevant highway authority in consultation with the relevant local planning authority.</p> <p>Speed limits will be imposed on all construction haul roads and access tracks.</p>	N

A4-03.	4 - Oppose - Cultural heritage	Comments expressing concern that the proposed works in Area 4 would impact assets of cultural heritage value, including Listed Buildings and Stone Age settlement sites.	Chapter 25: Historic Environment, Volume 2, of the Environmental Statement (APP REF: 6.2.25) sets out how the assessment has considered the likely significant effects of the Proposed Development on historic environment, including designated and non-designated heritage assets. The chapter presents the results of the assessment of the likely significant effects of Rampion 2, with respect to historic environment, including terrestrial archaeology, historic buildings/structures, and historic landscapes. Cultural heritage assessment for this area.	
A4-04.	4 - Oppose - Development	A comment expressing concern that the use of Area 4 would impact existing businesses and restrict potential development on affected land.	Rampion 2 has requested information regarding development proposals where these are being actively promoted. Cable routeing decisions have taken into account direct impacts on business premises raised through environmental assessment work (including a review of planning consents) and consultation responses received and sought to reduce impacts (and will continue to do so through detailed siting). Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the	N

			<p>value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure 	
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			<p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers <p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers <p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers <p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers</p>	
A4-05.	4 - Oppose - drainage/water management	Comments expressing concern about the cable works' impact on water courses and drainage in Area 4.	ES Chapter 26: Water Environment, Volume 2 (APP REF: 6.2.26) sets out the measures that Rampion 2 will use to reduce any potential effects on land drainage, and assesses that we do not consider this to be a likely significant effect of the project.	N

		<p>Consultees note that the both the natural and artificial drainage systems in the area are successful at preventing flooding.</p> <p>There are concerns that the works would alter the water management and precipitate flooding of farmland, roads, and residential and commercial properties. There were also concerns that polluted run-off from the works could contaminate the water table.</p> <p>There were also concerns that the high-water table in this area makes it unsuitable for cable laying.</p>	<p>Particular care will be taken to ensure that the existing land drainage regime is not compromised as a result of construction. A specialist drainage contractor / consultant will be engaged prior to construction to develop the pre- and post-construction drainage plan on agricultural land. Land drainage systems will be maintained during construction and reinstated on completion. Temporary cut-off drains will be installed parallel to the trench-line, before the start of construction, to intercept soil and groundwater before it reaches the trench. These field drains will discharge to local drainage ditches through silt traps, as appropriate, to minimise sediment release.</p>	
A4-06.	4 - Oppose - Existing infrastructure	A consultee expressing concern about the cable construction	The installation works will take account of the existing water supply pipeline and it will not be affected. Protected provisions	N

		impacting an existing water pipeline supplying residential properties in Dover Lane.	will be provided to the statutory undertaker who owns the water pipeline.	
A4-07.	4 - Oppose - Landscape	A comment expressing concern about the landscape and visual impacts of cable works in Area 4. It is noted that the route would pass through the South Downs National Park and six Landscape Character Areas.	The Environmental Statement Chapter 18: Landscape and visual impact assessment, Volume 2 (APP REF: 6.2.18) considers the impacts of the cable works. There will be a temporary visual impact through the construction of the cable route. Once the cable is installed, the land will be reinstated to its previous form.	N
A4-08.	4 - Oppose - Prefer original cable route	Comment opposing the proposed cable route through Area 4 on the grounds that the previously proposed cable route is better. One consultee said LACR01 would be more expensive to construct, while another said the original route is shorter and avoid more residential properties and would	LACR-01 has been selected over the original cable route as it is likely to have reduced impacts on ecology and the water environment. It is also located in areas which are generally less populated. This is presented in Environmental Statement Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3)	N

		avoid narrow lanes such as Michelgrove Lane and Long Furlong Lane, which are said to be unsuitable for construction vehicles.		
A4-09.	4 - Oppose - Severance farm business/soil	A comment expressing concern about the impact on higher-quality farmland and soils in Area 4, affecting the viability of farm businesses.	The impacts on soils and agriculture are assessed in the Environmental Statement Chapter 20: Soils and Agriculture, Volume 2 (APP REF: 6.2.20). Whilst the environmental assessment concludes that there is the Potential for Significant Effects associated with the loss of topsoil and the temporary loss or damage to agricultural land during the construction phase, these effects will be managed and minimised as far as possible through the Soil Management Plan. The cable will be buried to a minimum depth of 1.2m with agricultural activities permitted down to 0.9m below the surface to ensure that further to construction, agricultural activities can continue above the cable. Other measures include reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines and storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction; Soil management measures	N

			<p>are outlined in the Outline Soils Management Plan (APP REF: 7.4) which forms part of the Outline Code of Construction Practice (APP REF: 7.2) and will be implemented during the construction phase.</p> <p>Carter Jonas have attended meetings, and held conversations with affected landowners, to discuss the Project and take account of concerns and constraints that were raised in particular with regard to cable route alignment and the impact that this may have on their use of the land. Where issues have been raised these were fed back to the Project team so as to be taken into account in the cable route design decision making process.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on</p>	
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			<p>retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers 	
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			<p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers <p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers <p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers</p>	
A4-10.	4 - Suggestion - Alternative cable route	<p>Comments suggesting different routes for the cable instead of the proposal through Area 4.</p> <p>One consultee suggested using arable land that joins up to the valley to the west of Black Patch Hill, claiming this</p>	<p>The final cable route will now pass through the valley to the west of Black Patch Hill. This was subject to a separate consultation as it was not included as an option for this consultation.</p> <p>It was not considered feasible to use the A27, A284 and A24 road corridors as a route as this would have significantly increased the length of the route needed. In turn it would have also put the cable route into conflict with a much larger number of stakeholders.</p>	<p>Y</p> <p>Final cable route to take the suggestion of using the valley to the west of Black Patch Hill.</p>

		<p>route would be shorter, cheaper and avoid local communities.</p> <p>Another consultee said using the A27, A284 and A24 road corridors would avoid impacting on the South Downs landscape.</p>		
A4-11.	4 - Suggestion - Prefer LACR01 to LACR02	A comment expressing a preference for LACR-01 above LACR-02, saying it would have lower environmental impacts.	The final cable route passes through Area 4 and consists of LACR-01a and what become LACR-01d, which was consulted on separately.	Y Cable route LACR-01 chosen for part of the final cable route.
A4-12.	AA16 - Concern - Residential property	A comment expressing concern about the proximity of AA-16 to residential properties.	Following consultation, AA-16 was not adopted as an access.	Y
A4-13.	AA22 - Concern - Cultural heritage	A comment sharing concern about AA-22 crossing a scheduled monument.	With the selection of LACR-01d, AA-22 is no longer required (it served LACR-01b), and so potential impacts on the Itford Hill style settlement SAM are reduced.	Y
A4-14.	AA23 - Concern - Cultural heritage	A comment sharing concern about AA-23 crossing a scheduled monument.	AA-23, now incorporated into the scheme as A-26, does not cross the Itford Hill style settlement SAM. However, the proximity of the cable route to this SAM is	Y

			noted, and while no likely archaeology has been identified by geophysical survey, further investigation and mitigation will be adopted in accordance with the Outline Onshore Written Scheme of Investigation (APP REF: 7.9).	
A4-15.	4 - Support	General comments supporting the latest proposals in Area 4, including LACR-01.	Comment noted.	N
A4-16.	4 - Support - Biodiversity	Comments expressing support for the proposed route in Area 4 on the grounds that it would have lesser impacts on biodiversity, including wildlife and habitats, including ancient woodland.	Comment noted.	N
A4-17.	4 - Support - Community impacts	Comments expressing support for the proposed route in Area 4 on the grounds that it would have fewer impacts on local people and communities.	Comment noted.	N
A4-18.	4 - Support - Cultural heritage	Comments expressing support for the proposed route in Area 4 on the	Comment noted.	N

		grounds that it would have fewer impacts on cultural heritage assets, including built heritage and historic land patterns.		
A4-19.	4 - Support - Less populated/communities	Comments expressing support for the route through Area 4 because it would have fewer impacts on local people and communities than alternatives.	Comment noted.	N
A4-20.	4 - Support - TC27/28/29	A comment expressing support for the proposed trenchless crossings TC27, TC28 and TC29 in LACR-01C, which would avoid areas of good-quality grassland.	Comment noted.	N
A4-21.	4 - Support - Tourism	A comment expressing support for LACR-01 because it would have fewer impacts on tourist sites.	Comment noted.	N
A4-22.	4A - AA17 - Concern - WCH	A comment sharing concern about the	Following consultation, AA-17 was not adopted as an access.	Y

		use of a public right of way for AA-17.		
A4-23.	4A - TC26 - Suggestion - Ancient woodland	A suggestion that the works area around Michelgrove Park be narrowed to avoid ancient woodland.	A trenchless crossing is planned to drill the cable route at least 6m below the ancient woodland at Michelgrove Park. A wide red line boundary has been consulted upon and maintained to allow flexibility in the detailed design. This flexibility reduces the risk from unknown ground conditions, and maintains the integrity of the ancient woodland.	N
A4-24.	4C - Oppose - Access via Chantry Lane	A comment opposing the use of Chantry Lane as a construction access route.	Chantry Lane is not proposed to be used as a construction access for the final cable route.	Y Chanty Lane not to be used for construction.
A4-25.	4C - Oppose - Business/Property	A comment expressing concern that the proposed route in Area 4 would have a severe impact on their business operations, affecting an established equestrian facility.	Cable routing decisions have taken into account direct impacts on business premises raised through environmental assessment work (including a review of planning consents), engagement with directly impacted landowners and consultation responses received. The Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has also been submitted with the Application, setting out commitments to help minimise disruption during the construction phase. For example, Cable installation works would involve the installation of appropriate fencing (such as stock-proof fencing) along the cable route, in order to avoid	N

			<p>large animals gaining access to the trenches or the construction works. This approach of fencing-off the construction working “corridor” is typical for cable installation works. Detailed access arrangements such as appropriate gates would be discussed with landowners, tenants and occupiers where appropriate. Further to this mitigation a severe impact is not expected.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land</p>	
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			<p>value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <p>Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure</p> <p>Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers</p> <p>Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-</p>	
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			compensation-to-agricultural-owners-and-occupiers Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers	
A4-26.	4C - Suggestion - Survey	A comment calling for the Applicant to carry out a bird survey at a specified location to avoid damage to nesting owls.	Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22) sets out the details of surveys and assessments which have been undertaken for the project.	N

6.8.5. Area 5 –West and North of Washington

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
A5-01.	5 - AA11 - Oppose - Safety	A concern that the location of AA-11 will add to the number of construction vehicles in that area, owing to the presence of HGVs entering and exiting the nearby Washington Pit quarry.	At the Statutory Consultation Stage (October -November 2022), AA-11 was proposed due to challenges with regard to construction use of Barns Farm Lane further to the west. The A283 Washington Road is used frequently by Heavy Goods Vehicle (HGVs). AA-11 has been incorporated into the final cable route; however it is now named A-33. A-33 is a proposed construction route. Chapter 23: Transport, of the Environmental Statement, Volume 2 (APP	N

			<p>REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport. An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) will be developed in consultation with West Sussex County Council which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.</p>	
A5-02.	5 - AA12 - Suggestion/Query Safety	<p>A suggestion that vehicle speeds close to the proposed location of AA-12 can be excessive, as vehicles move away from the Washington Roundabout.</p>	<p>At the Statutory Consultation Stage (October-November 2022), access AA-12 was considered to be a suitable alternative to the original proposal, which included the use of an unsuitable road due to safety concerns. AA-12 has been incorporated into the final cable route, however it is now named A-35. A-35 is a proposed construction route.</p> <p>Chapter 23: Transport, of the Environmental Statement (ES), Volume 2 (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport.</p> <p>An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) will be developed in consultation with</p>	N

			West Sussex County Council (WSSC) which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.	
A5-03.	5 - AA13 - Oppose - Construction traffic	A statement of opposition to AA-13 on the basis that it would direct construction traffic onto a road that is unsuitably narrow.	<p>At the Statutory Consultation Stage (October-November 2022), access AA-13 was included to ensure the Project has rights of access over it, as it is a private road.</p> <p>AA-13 has been incorporated into the final cable route, however it is now named A-36. A-36 is proposed for operational and maintenance access only.</p> <p>Chapter 23: Transport, of the Environmental Statement (ES), Volume 2 (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport.</p>	N
A5-04.	5 - Concern - A283	Concern that the A283 is not an appropriate road for construction vehicles, because it is a busy and fast-moving road and because of the presence of residential properties,	Chapter 23: Transport, of the Environmental Statement (ES), Volume 2 (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport.	N

		businesses and a National Trust property.		
A5-05.	5 - Concern - Access	Concern that Beggar's Lane in Area 5 is not suitable for construction vehicles because of its narrowness.	The use of Beggars Lane is not proposed for construction traffic in the final cable route.	N
A5-06.	5 - Concern - AQ	Concerns over potential air quality impacts on the village of Storrington, which is an Air Quality Management Area, and a request that measures be implemented to prevent HGVs required for the construction of the cable route from using it.	Chapter 19: Air Quality of the Environmental Statement (ES), Volume 2 (APP REF: 6.2.19) presents the results of the assessment of the likely significant effects of Rampion 2 with respect to air quality. The chapter considers the air quality effects during construction, operation and maintenance and decommissioning phases where appropriate. The chapter acknowledges that Storrington is in an Air Quality Management Area. A range of environmental measures which relate to air quality are embedded as part of the Rampion 2 design to remove or reduce significant environmental impacts. These include avoiding sensitive receptors such as houses by the project footprint and implementation of best practice air quality management measures which will be included within the Code of Construction Practice	Y Storrington is not on an HGV route

			(CoCP) and will be requirements of the Development Consent Order (DCO). An Outline Construction Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted which sets out how impact from construction will be mitigated. The Based on the proposed location of the onshore substation and routing of the onshore temporary cable corridor, plus the incorporation of appropriate embedded environmental measures such as the CoCP. No Significant Effects have been identified in relation to potential impact of Rampion 2.	
A5-07.	5 - Concern - Construction	Concern over the use of construction compounds in Area 5, in particular close to the Washington Roundabout and the Milford Grange estate.	A construction compound is proposed in this location due to its proximity to the A24 and A283. It will also need to be used for two trenchless crossings, including the one which is proposed to cross the A24. An Outline Construction Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted which sets out how impact from construction will be mitigated. A detailed Code of Construction Practice (CoCP) will need to be agreed with the relevant authorities before construction can begin.	N
A5-08.	5 - Oppose - Built heritage	Concern that the route in Area 5 would be too close to heritage assets	Chapter 25: Historic Environment of the Environmental Statement (ES), Volume 2 (APP REF: 6.2.25) sets out how the assessment has considered the likely	N

		including a Grade 2 listed building and a medieval farmstead.	significant effects of the Proposed Development on historic environment, including designated and non-designated heritage assets. The chapter presents the results of the assessment of the likely significant effects of Rampion 2, with respect to historic environment, including terrestrial archaeology, historic buildings/ structures, and historic landscapes.	
A5-09.	5 - Oppose - Communities/Property	Concerns that the proposals would impact on local communities, land and property, including a concern that rights held by the Applicant over land may prevent the future development of a recreation ground in Washington.	<p>An Outline Code of Construction Practice (OCoCP) will be adopted to minimise temporary disturbance to residential properties, recreational users and existing land users. It will provide details of measures to protect environmental receptors.</p> <p>Cable installation through Washington recreation ground and Jockey’s meadow will be via a drill which reduces surface disturbance mitigating potential adverse impacts associated with visual impact and access to opportunities for physical activity.</p> <p>Other construction mitigation measures include: - Measures to contain spillages and hazardous materials will mitigate the potential for land contamination</p>	N

			<p>-The limitation of construction working hours for the onshore component mitigates potential exposure to noise impacts during the night time period.</p> <p>- The use of acoustic barriers and other noise mitigating solutions reduces potential exposure to noise impacts during the day time period</p> <p>With regard to traffic and transport, an Outline Construction Traffic Management Plan (OCTMP) will be developed in consultation with West Sussex County Council (WSSCC)_which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.</p> <p>Consultation and engagement has taken place with Washington Parish Council (WPC)_and will continue to do so with regard to any committed or firm parish council proposals (Rampion 2 has not been informed of any committed/ firm proposals for development on cable affected land at present). Whilst the construction corridor is wider, the final cable easement will be contained to 20m width.</p>	
A5-10.	5 - Oppose - Construction impacts	Concerns over the impacts of	Chapter 19: Air Quality of the Environmental Statement (ES), Volume 2	N

		<p>construction on the area, such as noise and air pollution.</p> <p>One response included an expression of regret that locally drawn up plans for an alternative alignment through the area had been discarded.</p>	<p>(APP REF: 6.2.19) presents the results of the assessment of the likely significant effects of Rampion 2 with respect to air quality. The chapter considers the air quality effects during construction, operation and maintenance and decommissioning phases where appropriate. The chapter acknowledges that Storrington is in an Air Quality Management Area (AQMA). A range of environmental measures which relate to air quality are embedded as part of the Rampion 2 design to remove or reduce significant environmental impacts. These include avoiding sensitive receptors such as houses by the project footprint and implementation of best practice air quality management measures which will be included within the Code of Construction Practice (CoCP) and will be requirements of the DCO. An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted which sets out how impact from construction will mitigated. The Based on the proposed location of the onshore substation and routing of the onshore temporary cable corridor, plus the incorporation of appropriate embedded environmental measures such as the CoCP. No Significant Effects have been</p>	
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			identified in relation to potential impact of Rampion 2.	
A5-11.	5 - Oppose - Landscape	Concern over the visual impacts of the proposals in the area.	The Environmental Statement Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18) considers the impacts of the cable works. There will be a temporary visual impact through the construction of the cable route. Once the cable is installed, the land will be reinstated to its previous form.	N
A5-12.	5 - Oppose - NMU	A comment pointing out that the downs above Washington are popular among walkers, cyclists and horse riders.	<p>An Outline Public Rights of Way Management Plan (OPRoWMP) (APP REF: 7.8) has been included in the application. When a public right of way needs to be crossed, it will only need to be closed for a short period of time. When this happens, alternative routes will be suggested.</p> <p>On some public rights of way, a temporary diversion will be put in place enabling the general route to remain open throughout the construction period.</p> <p>In the Sullington Hill area, close to Washington, a combination of diversions are planned to enable the public to cross the area throughout construction.</p>	Y Public right of way diversions incorporated into the scheme design.

			The outline plan will be finalised in agreement with the relevant authorities before construction begins.	
A5-13.	5 - Oppose - Noise	Concerns that construction of the route would generate unacceptable noise levels, including a reference to continuous drilling.	<p>The Environmental Statement (ES) Chapter 21: Noise and Vibration, Volume 2 (APP REF: 6.2.21) assesses the impacts of the construction and operation of the proposed development.</p> <p>The duration of trenchless crossing is included within the assessment, using a worst case scenario of drilling throughout the period of the trenchless crossing works (despite there being long periods of preparation ancillary activities where drilling will not be taking place). Embedded environmental measure (C-263) includes for potential extensions to works to be covered by Section 61 process.</p>	N
A5-14.	5 - Oppose - Traffic	Concerns over the potential for additional traffic on local roads as a result of construction in Area 5, including references to the A283 and A24 as well as others such as	The Outline Construction_Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. It identifies	N

		Hampers Lane and Georges Lane.	the number of Heavy Goods Vehicle (HGV) movements on local roads and is submitted alongside the Development Consent Order Application.	
A5-15.	5 - Suggestion - Enforcement of TMP	Suggestion to ensure that measures set out in a Construction Traffic Management Plan are properly enforced.	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. This documented is submitted alongside the Development Consent Order Application.	N
A5-16.	5 - Suggestion - Fund traffic mitigation	A suggestion that the Applicant should be required to fund any traffic management measures that are required in Area 6.	An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The document includes information on traffic management requirements. The document states that where temporary traffic management is required, implementation plans will need to be approved by West Sussex County Council (WSSCC) or National Highways (location dependant) and will be applied in accordance with guidance and	N

			procedures as defined within the Act (Section 14 of the Road Traffic Regulation Act 1984). Where these are required, they will be funded by the Project.	
A5-17.	5 - Suggestion - HGV bans	A suggestion that the use of HGVs should not be used for construction of the cable route, on the basis that they would not adhere to traffic management measures.	Heavy Goods Vehicles (HGV) will be used to support the construction of the project and they have an important role for any major construction project, shortening duration of the build. All construction vehicles are bound to abide by HGV bans (where applicable), agreed construction routes, or UK road laws. An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. It identifies the number of HGV movements on local roads. Specific measures include a Booking System which will be in place for construction HGV traffic during the peak periods.	N
A5-18.	5 - Suggestion/Query - Light pollution	Suggestions that construction activities and compounds should avoid light pollution around villages in Area 5 that are designated 'Dark Skies' villages.	The Environmental Statement Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18), presents the results of the assessment of the likely significant effects of Rampion 2 with respect to the onshore landscape resource and visual amenity. The landscape and visual impact assessment assess the landscape and visual effects of the onshore elements of the Project. The study area includes Area	N

			<p>5. The assessment considered that there would be no affect on the South Downs International Dark Sky Reserve within the South Downs National Park due to the environmental measures within the Commitments Register.</p> <p>The use of lighting will be minimised to where it is necessary, making use of directional lighting and seeking to minimise light spill.</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted with the Application, setting out commitments to help minimise disruption during the construction phase. This document identifies the management measures and embedded environmental measures relevant to site lighting. This includes the use of lighting will be minimised to where it is necessary, making use of directional lighting and seeking to minimise light spill. A finalised version of the CoCP will be agreed with the local authorities before construction can begin after consent award.</p>	
A5-19.	5 - Suggestion/Query - Mitigation	A request that a 15m buffer between the proposals and a local wildlife zone should be actively enforced.	An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted with the Application, setting out commitments to help minimise disruption during the construction phase. This document secures the embedded environmental measures to avoid, prevent	Y

			or reduce the impacts arising during the construction of the Project. Buffer zones are proposed as embedded environmental measures in relation to Veteran Trees, Badgers, Otters and Great Crested Newts. A finalised version of the CoCP will be agreed with the local authorities before construction can begin after consent award.	
A5-20.	5 - Suggestion/Query - Planning	Queries concerning the likelihood of planning permissions granted to the Applicant restricting future local developments, including the Washington Village Hall.	In general, rights are being sought so that if any party wanted to build anything on the directly on top the installed cable it would need to seek the permission of the cable owner, with consent not unreasonably withheld. The Washington Village Hall is outside of the application boundary, though the northern side of the current village hall building footprint does border the application boundary. In anticipated that the cables will be installed more to the northern part of the cable corridor in this area to enable a straighter trenchless crossing. The precise alignment of the trenchless crossing will be subject to detailed design.	N
A5-21.	5 - Support	Statements of support for the proposals.	Comment noted.	N

A5-22.	5 - Support - Env caveat	Support for the proposals based on certain environmental conditions being met, for example that all works to hedgerows and trees are carried out outside of core nesting seasons.	Comment noted.	
A5-23.	5 - Support - MR06	Support for the 15m buffer between MR-06 and a local wildlife site.	Comment noted.	N
A5-24.	5A - MR06 - Oppose - Env/Wildlife	Opposition to MR-06 on the grounds that it would impact or be unacceptably close to features of the natural environment, including hedgerows, ancient woodland and a wildlife site.	<p>The cable has been routed to avoid ancient woodland wherever possible.</p> <p>Where it has not been possible to avoid ancient woodland, it has been proposed that these areas are crossed using a trenchless solution.</p> <p>This will be designed to pass under the woodland without effecting tree roots.</p> <p>An Environmental Ecological Management and Monitoring Plan (EEMMP), effective for 10 years, will be produced which will take affect post construction.</p>	N

A5-25.	5B - AA11 - Oppose - Construction traffic	Concerns that the use of AA-11 by construction vehicles would lead to traffic in the area.	At the Statutory Consultation Stage (October-November 2022), AA-11 was explored due to technical challenges found for the originally proposed access route further east. AA-11 has been incorporated into the final cable route, however it is now named A-33. A-33 will only be in use for the construction period and will be fully reinstated to their previous use once construction works have been completed. Chapter 23: Transport, of the Environmental Statement (ES) (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport. The Outline Construction_Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The final Construction Traffic Management Plan (CTMP) will be developed in consultation with West Sussex County Council which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.	N
A5-26.	5B - AA11 - Oppose - Impacts	A comment that AA-11 would cause visual and noise disturbance and would cause mud and debris to run off	At the Statutory Consultation Stage (October-November 2022), access AA-11 was explored due to technical challenges found for the originally proposed access route further east.	N

		into a nearby balancing pond.	AA-11 has been incorporated into the final cable route, however it is now named A-33. A-33 will only be in use for the construction period and will be fully reinstated to their previous use once construction works have been completed.	
A5-27.	5B - AA11 - Oppose - Safety	Opposition to AA-11 on the basis that it would pose a safety risk to road users, owing to its junction with the A283.	At the Statutory Consultation Stage (October-November 2022), access AA-11 was explored due to technical challenges found for the originally proposed access route further east. Access from the A283 is required in order to be able to construct the section of cable proposed between the bottom of Sullington Hill and the Washington Roundabout. Therefore, AA-11 has been incorporated into the final cable route, however it is now named A-33. A-33 will only be in use for the construction period and will be fully reinstated to their previous use once construction works have been completed. Chapter 23: Transport, Volume 2 of the Environmental Statement (ES) (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport.	N
A5-28.	5B - AA11 - Suggestion/Query - Alternative location	A suggestion that an alternative location for AA-11 or the use of	At the Statutory Consultation Stage (October-November 2022), access AA-12 was considered to be a suitable	N

		AA-12 instead of AA-11 would be beneficial.	<p>alternative to the original proposal, which included the use of an unsuitable road due to safety concerns. AA-11 was explored due to technical challenges found for the originally proposed access route further east.</p> <p>AA-11 has been incorporated into the final cable route, however it is now named A-33. AA-12 has also been incorporated into the final cable route, however it is now named A-35. A-33 and A-35 will only be in use for the construction period and they will be fully reinstated to their previous use once construction works have been completed.</p>	
A5-29.	5B - AA11/12 - Suggestion/Query - Mitigation	A suggestion to ensure sufficient environmental mitigation is provided for AA-11 and AA-12.	<p>At the Statutory Consultation Stage (October-November 2022), access AA-12 was considered to be a suitable alternative to the original proposal, which included the use of an unsuitable road due to safety concerns. AA-11 was explored due to technical challenges found for the originally proposed access route further east.</p> <p>AA-11 has been incorporated into the final cable route, however it is now named A-33. AA-12 has also been incorporated into the final cable route, however it is now named A-35. A-33 and A-35 will only be in use for the construction period and they will be fully reinstated to their previous</p>	N

			<p>use once construction works have been completed.</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2)) has been submitted with the Application, setting out commitments to help minimise disruption during the construction phase. This document secures the embedded environmental measures to avoid, prevent or reduce the impacts arising during the construction of the Project. A finalised version of the CoCP will be agreed with the local authorities before construction can begin after consent award.</p>	
A5-30.	5B - AA12 - Support - Over AA11	An expression of preference for AA-12 over AA-11, but also stressing that AA-12 would also be situated close to a busy and potentially dangerous road.	<p>At the Statutory Consultation Stage (October-November 2022), access AA-12 was considered to be a suitable alternative to the original proposal, which included the use of an unsuitable road due to safety concerns. AA-11 was explored due to technical challenges found for the originally proposed access route further east.</p> <p>AA-11 has been incorporated into the final cable route, however it is now named A-33. This is a proposed construction route. AA-12 has also been incorporated into the final cable route, however it is now named A-35. A-35 is a proposed construction route. Chapter 23: Transport, Volume 2, of the Environmental Statement (ES) (APP REF: 6.2.23) presents the results of</p>	N

			<p>the assessment of the likely significant effects of the Project with respect to transport.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The final Construction Traffic Management Plan (CTMP) will be developed in consultation with West Sussex County Council (WSSCC) which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.</p>	
A5-31.	5C - MR07 - Suggestion/Query - Environment/Wildlife	A comment explaining that the Steyning Community Orchard contains an apple tree that is potentially a rare and significant variety, and asking that due care is taken to avoid any impacts on the tree and its roots.	The final cable route, at its closest, is about 2.5km from orchards managed by Steyning Community. There are therefore no predicted impacts as a result of the Project.	N
A5-32.	5C - MR07/08 - Oppose - Agriculture	A suggestion that the cable route should be amended through Area 5c to avoid passing through an area of farmland that	The red line boundary in this location has been tightened since consultation so that the cable route is closer to the A283 and Rock Common Quarry, reducing impacts on fields and agriculture to the south. The	Y

		houses pedigree sheep.	cable construction corridor when built will be no wider than 40m.	
A5-33.	5 - MR07/MR08 - Concern - Quarry	A comment highlighting a current application to fill Rock Common Quarry with inert waste and suggesting the need to ensure works do not impact on the integrity and drainage of the quarry.	The proposed cable route is generally across the A283 from the quarry, but residual risks have been considered in Environmental Statement (ES) Chapter 24: Ground conditions, Volume 2 (APP REF: 6.2.24).	N
A5-34.	5C - MR08 - Suggestion/Query - Alignment	A query as to why, if MR-08 involves bringing the cable route further north, the same could not be done for other parts of the route so that it was closer to the Rock Common Quarry.	The red line boundary in this location has been tightened since consultation so that the cable route is closer to the A283 and Rock Common Quarry, reducing impacts on fields and agriculture to the south. The cable construction corridor when built will be no wider than 40m.	Y
A5-35.	5 - MR08 - Concern - Cultural heritage	A concern raised about the proximity of the route to the Green Farm House listed building.	The effects on Grade II listed Green Farmhouse have been considered in Environmental Statement (ES) Chapter 25: Historic environment, Volume 2 (APP REF: 6.2.25). It is considered that, given existing screening and nearby adverse uses, the magnitude in change to setting would be	N

			very low, and thus the minor adverse effect would not be significant.	
A5-36.	5B - AA12 - Concern - Landscape	Concern that AA-12 would impact the setting of that section of the South Downs National Park.	<p>At the Statutory Consultation Stage (October-November 2022), access AA-12 was considered to be a suitable alternative to the original proposal, which included the use of an unsuitable road due to safety concerns.</p> <p>AA-12 has been incorporated into the application as A-35. This will only be used during construction of the cable route and the land will be reinstated to its previous use following completion of the construction works.</p> <p>Following on from the first public consultation, alternative cable routes were assessed and further options were proposed in a further consultation, which particularly centred on the route where it crosses the South Downs National Park. This has resulted in the cable route being significantly changed from the route originally planned, principally to reduce the impact to the South Downs National Park.</p> <p>The Environmental Statement Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18), presents the results of the assessment of the likely significant</p>	N

			effects of Rampion 2 with respect to the onshore landscape resource and visual amenity. The landscape and visual impact assessment assess the landscape and visual effects of the onshore elements of the Project. The study area includes the South Downs National Park.	
A5-37.	5B - AA11 - Concern - Proximity to another access	Expressions of concern over the need for two accesses - AA-11 and AA-12 in close proximity.	<p>At the Statutory Consultation Stage (October-November 2022), access AA-12 was considered to be a suitable alternative to the original proposal, which included the use of an unsuitable road due to safety concerns. AA-11 was explored due to technical challenges found for the originally proposed access route further east.</p> <p>AA-11 has been incorporated into the final cable route, however it is now named A-33. This is a proposed construction route. AA-12 has also been incorporated into the final cable route, however it is now named A-35. A-35 is a proposed construction route.</p> <p>Chapter 23: Transport, Volume 2, of the Environmental Statement (ES) (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport. The Outline Traffic Management Plan (OCTMP) (APP REF: 7.6) has been</p>	N

			<p>prepared to manage impacts of construction traffic for the onshore elements of the Project. The final Construction Traffic Management Plan (CTMP) will be developed in consultation with West Sussex County Council (WSSCC) which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.</p>	
A5-38.	5B - AA12 - Concern - A283 congestion	Concern that AA-12 would lead to increased traffic congestion on the A283.	<p>At the Statutory Consultation Stage (October-November 2022), access AA-12 was considered to be a suitable alternative to the original proposal, which included the use of an unsuitable road due to safety concerns. AA-12 has been incorporated into the final cable route, however it is now named A-35. A-35 is a proposed construction route.</p> <p>Chapter 23: Transport, Volume 2 of the Environmental Statement (ES) (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the</p>	N

			onshore elements of the Project. The final Construction Traffic Management Plan (CTMP) will be developed in consultation with West Sussex County Council (WSSCC) which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.	
A5-39.	5B - AA12 - Suggestion - Mitigation	A suggestion around the eventual reinstatement of land used for AA-12, including a request that it would need to include a range of existing plant species and that funds are made available for on-going maintenance of the planting.	AA-12 has been incorporated into the application as A-35. This will only be used during construction of the cable route and the land will be reinstated to its previous use following completion of the construction works. The plant species used for the reinstatement are to be agreed with the relevant authorities, but it is expected that the existing plant species will be specified. A commitment has been made to monitor and maintain the reinstatement planting for a period of up to 10 years in order to help it to establish.	N
A5-40.	5A - MR06 - Concern - Biodiversity	A concern that MR-06 would impact two veteran trees, including an assertion that the trees are not referenced in the PEIR SIR.	At the Statutory Consultation Stage (October-November 2022), MR-06 was introduced to allow the cable to run closer to a southern field boundary to avoid an artesian well (where water is underground under positive pressure) and equestrian facilities. The proposed route was 15m in distance from a local wildlife site and woodland to the southeast. Modified Route-06 was not incorporated into the final cable route.	N

A5-41.	5A - MR06 - Concern - Light pollution	A concern that lighting at MR-06 could affect the 'dark skies' status of areas in 5A.	At the Statutory Consultation Stage (October-November 2022), MR-06 was introduced to allow the cable to run closer to a southern field boundary to avoid an artesian well (where water is underground under positive pressure) and equestrian facilities. The proposed route was 15m in distance from a local wildlife site and woodland to the southeast. Modified Route-06 was not incorporated into the final cable route.	N
A5-42.	5 - MR06/MR07/MR08 - Concern - Recreational land	A comment addressing areas of open space in or near the village of Washington and suggesting that the Environmental Statement would need to provide commitments that disruption to each has been minimised.	A single trenchless crossing will be used for the cable to pass under the A24, recreational land in Washington and the A283. Taking this approach avoids disruption to the recreational land in Washington between these two A roads.	N
A5-44.	5C - MR07 - Concern - Biodiversity	Concerns that a veteran tree in an area called Jockey's Field close to MR-07 may be affected, and asking for	A single trenchless crossing will be used for the cable to pass under the A24, recreational land in Washington and the A283. The trenchless crossing will be designed so that it is deep enough for the crossing not to interfere with existing trees.	N

		confirmation that it would be retained.		
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6.8.6. Area 6 – Wiston to Kings Lane

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
A6-01.	6 - Concern - Access	Concerns over the potential access arrangements for Area 6, including concerns that access to farms or between areas of farmland would be impeded as well as a concern that emergency services would be affected by new access arrangements.	The aim will be minimise disruption to agriculture whilst construction is ongoing. An agricultural liaison officer (ALO) will be employed to engage with farmers to help find solutions to any access issues that arise. The project will work with the emergency services to ensure that they are not impeded.	N
A6-02.	6 - Concern - Biodiversity	Concerns over the potential for Area 6 to negatively affect biodiversity, including wildlife habitats and nature reserves.	Environmental Statement (ES)_Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) identifies and assesses the likely significant environmental effects, which included consideration of the impacts to wildlife habitats and nature reserves.	N
A6-03.	6 - Concern - Business	Concerns over impacts on local businesses, including	Cable routeing decisions have taken into account direct impacts on business premises raised through environmental	N

		<p>references to the viability of farms, the risk posed to a planned solar farm, and disruption to an industrial estate.</p>	<p>assessment work (including a review of committed connectable renewable energy developments with planning consents) and consultation responses received. Direct impacts of the cable route on existing industrial estates have been avoided. The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP (APP REF: 7.6) has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and</p>	
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			<p>injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2- 	
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			<p><u>compensation-to-business-owners-and-occupiers</u></p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers 	
A6-04.	6 - Concern - Community	Comments of concern over the potential for Area 6 to disrupt communities.	An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been included as part of the consent application. This details commitments which will help to reduced disruption during construction. A communications plan will developed to enable engagement with local communities.	N
A6-05.	6 - Concern - Construction	A concern that noises and other impacts from horizontal directional drilling under the A281 and other construction	Environmental Statement (ES) Chapter 21: Noise and Vibration, Volume 2 (APP REF: 6.2.21) assesses the impacts of the construction and operation of the proposed development.	N

		works in the area would disturb a nearby property where horses are kept.	The duration of trenchless crossing is included within the assessment, using a worst case scenario of drilling throughout the period of the trenchless crossing works (despite there being long periods of preparation ancillary activities where drilling will not be taking place). Embedded environmental measure (C-263) includes for potential extensions to works to be covered by Section 61 process.	
A6-06.	6 - Concern - Gas pipeline	A concern that the need to dig under an existing gas pipeline poses a safety risk for the owners of a property that it passes beneath.	Adequate protection for utility asset owners (statutory undertakers) will be included within the DCO “protective provisions” in a Schedule of the Order and/or asset protection agreements between the parties. Rampion 2 will need to prepare plans and technical details for the crossing of utility assets which in some cases require approval of the asset owner to ensure there will be no detrimental impact on that asset or safety.	N
A6-07.	6 - Concern - Land/Property	Concerns focusing on the impacts of Area 6 on privately owned land and property, including suggestions that impacts could be avoided through revised cable	Cable routing decisions have taken into account direct impacts on committed developments identified through consultation responses received and planning register searches. Cable route modifications have taken into account construction of new infrastructure in this area. Where impacts on committed	N

		<p>alignments and warnings that planned developments of private land would be jeopardised by Area 6.</p>	<p>projects are unavoidable compensation may be payable.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p>	
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			<p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers 	
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A6-08.	6 - Concern - Landscape/Setting	A comment suggesting that because Area 6 would negatively affect the setting of a Grade 2 listed building it may not gain the approval of heritage authorities.	Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25) sets out how the assessment has considered the likely significant effects of the Proposed Development on historic environment, including designated and non-designated heritage assets. The chapter presents the results of the assessment of the likely significant effects of Rampion 2, with respect to historic environment, including terrestrial archaeology, historic buildings/structures, and historic landscapes.	N
A6-09.	6 - Concern - NMU	A comment that impacts on footpaths and bridleways must be avoided.	An Outline Public Rights of Way Plan Management Plan (OPRoWPMP) (APP REF: 7.8) has been included in the application. When a public right of way needs to be crossed, it will only need to be closed for a short period of time. When this happens, alternative routes will be suggested. On some public rights of way, a temporary diversion will be put in place enabling the general route to remain open throughout the construction period.	N
A6-10.	6 - Concern - PEIR/SIR inadequate	A suggestion that the PEIR and its SIR do not include key species.	Engagement has been undertaken with Natural England. The Environmental Statement (ES) Chapter 22: Terrestrial ecology and	N

			nature conservation, Volume 2 (APP REF: 6.2.22) details the assessment of effects on ancient woodland, veteran trees, woodland, coastal and floodplain grazing marsh, native hegerows, streams and permanently wet ditches, badgers, bats, hazel dormouse, great crested newt, reptiles, breeding birds, wintering birds and water voles. Effects on all of the legally protected species are assessed within Section 22.9 of the ES Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22), with technical appendices providing relevant baseline information.	
A6-11.	6 - Concern - Reduce construction period	Suggestions that the construction period for Area 6 should be as short as possible so that impacts and inconvenience are kept to a minimum.	An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been prepared to secure the embedded environmental measures that will apply to all activities associated with the construction of the onshore elements of the Proposed Development. This plan will be finalised and agreed with Local Authorities prior to commencement of construction.	N
A6-12.	6 - Concern - Reinstatement	Suggestions that the reinstatement of land affected by Area 6 should achieve the aim of leaving the	Land reinstatement will be delivered following the commitments set out in Environmental Statement (ES) Chapter 20: Soils and agriculture, Volume 2 (APP REF: 6.2.20).	N

		area exactly as it was before work began.		
A6-13.	6 - Concern - Security	A concern that the proximity of the proposed route to a stated house poses a security risk, with a request that measures should be implemented to limit these risks.	Measures to maintain site security, such as fencing, lighting and guards, are set out in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.1).	N
A6-14.	6 - Concern - Traffic impacts	Concerns that construction of the route in Area 6 would lead to traffic impacts, including references to the A272, A283 and Kent Street.	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP (APP REF: 7.6) has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. It identifies the number of HGV movements on local roads and is submitted alongside the Development Consent Order Application.	N
A6-15.	6 - Concern - Water	A concern that cables placed in close proximity to a water main could lead to the water being warmed, posing health hazards	Adequate protection for utility asset owners (statutory undertakers) will be included within the DCO “protective provisions” in a Schedule of the Order and/or asset protection agreements between the parties. Rampion 2 will need	N

		to residents of a property that relies on it.	to prepare plans and technical details for the crossing of utility assets which in some cases require approval of the asset owner to ensure there will be no detrimental impact on that asset or safety.	
A6-16.	6 - Oppose - Jubilee woodland	Concerns that the plans for Area 6 would be detrimental to an area of 70 acres of woodland that has been planned as part of a national project known as The Queen's Green Canopy.	<p>The cable has been routed to avoid ancient woodland wherever possible.</p> <p>Where it has not been possible to avoid ancient woodland, it has been proposed that these areas are crossed using a trenchless solution.</p> <p>This will be designed to pass under the woodland without effecting tree roots.</p> <p>An Environmental Ecological Management and Monitoring Plan, effective for 10 years, will be produced which will take affect post construction.</p>	N
A6-17.	6 - Suggestion - Alternative cable route	Suggestions for alternative cable route alignments in Area 6, including suggestions to move it to the west of Cowfold Stream, as well as localised changes to avoid a	It is necessary to cross the Cowfold stream, as the intended substation site is to the east of the stream. A proposal to follow the route of the stream on the west bank was considered, but this would fail the sequential test due to flood risk. Changes to avoid a slurry lagoon (at that point consented and due to commence	N

		landowner's slurry lagoon.	construction) have been incorporated to the cable route.	
A6-18.	6 - Suggestion - No compulsory acquisition	Requests that if landowners strongly object to impacts on their land then alternative routes must be pursued instead of compulsory purchase of their land.	<p>The cable has been routed to balance making it as short as possible (thereby reducing impacts) and minimising disruption by considering proximity to residential properties and its impact on sensitive features.</p> <p>In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds.</p> <p>The Applicant is seeking to negotiate voluntary agreement with landowners where possible. However, in case voluntary agreement is not ultimately concluded it is necessary for the Applicant to have compulsory acquisition powers over the land available to it.</p> <p>A combination of temporary and permanent land 'rights' are proposed to be acquired for the purposes of the construction, operation, maintenance and decommissioning of the Proposed Development and it is not intended that the cable route land is purchased.</p>	N

A6-19.	6 - Suggestion/Query - Maintenance	A request concerning the ongoing maintenance of Wineham Lane.	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The final Construction Traffic Management Plan will be developed in consultation with West Sussex County Council which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.	N
A6-20.	6 - Suggestion/Query - Traffic Management	Suggestions for traffic management measures for Area 6 during the construction period, including a request that traffic lights are not implemented, and that traffic management is only used during construction working hours.	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The final Construction Traffic Management Plan will be developed in consultation with West Sussex County Council which will set out the approach to managing and minimising the impact of the construction traffic on the transport network.	N
A6-21.	6 - Support	Comments in support of Area 6.	Comment noted.	N
A6-22.	6 - Support - Access	A comment supporting the plans for accessing work sites in Area 6.	Comment noted.	N

A6-23.	6A - Concern - Development	A concern that plans for Area 6a would impact the possibility of land being developed for social housing.	Cable routeing decisions have taken into account committed changes of use in accordance with environmental impact assessment guidance and also consultation responses. A review of planning applications and consents has been carried out and information requested where development proposals were cited in consultation responses. No impacts on committed housing sites in Area 6 have been identified.	N
A6-24.	6A - Concern - Gas pipeline	Concerns over the requirement for the cable route in 6a to pass across an area where a high-pressure gas pipeline is situated, with a suggestion that this pipeline is not shown on the Applicant's plans and another that to cross over or dig around the pipeline is illegal.	Protective provisions will be agreed with statutory undertakers. These provisions will require Rampion 2 to agree protection measures for crossing or diverting existing infrastructure. Construction will not be able to commence until protective provisions have been agreed by the statutory undertaker.	N
A6-25.	6B - Concern - Biodiversity	Concerns Area 6b would affect biodiversity, including an area of ancient woodland near TC13, as well as a range of	The Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) sets out the details of surveys and assessments which have been undertaken for the project in relation to biodiversity and wildlife.	N

		insects and mammals.	<p>The cable has been routed to avoid ancient woodland wherever possible.</p> <p>Where it has not been possible to avoid ancient woodland, it has been proposed that these areas are crossed using a trenchless solution.</p> <p>This will be designed to pass under the woodland without effecting tree roots.</p> <p>An Environmental Ecological Management and Monitoring Plan, effective for 10 years, will be produced which will take affect post construction.</p>	
A6-26.	6B - Concern - Business	A concern that Area 6b would have a negative impact on a local business.	Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.	N

			<p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free: Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers</p>	
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			Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers	
A6-27.	6B - Concern - Community	A concern that the proposals in Area 6b would have detrimental impacts on the communities in that area, including businesses, a school and areas where people walk and cycle.	Construction activity will be planned to minimise disruption to residents and businesses in the local area. The Environmental Statement includes an assessment of construction impacts, such as traffic and transport, noise, air quality and public rights of way.	N
A6-28.	6B - Suggestion/Query - Mitigation	A comment containing suggestions for mitigating the impacts of the route in Area 6b, including techniques to weave the cable route between lines of trees, and using existing field access routes rather than creating new ones.	The cable has been routed to balance making it as short as possible and minimising disruption by considering proximity to residential properties and its impact on sensitive features. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route have been implemented where justified on environmental, land use and engineering grounds. In this case some changes have been implemented further to onsite engagement and assessments of	Y

			<p>alternatives. The decision to make modifications was based on environmental and land considerations and there were also benefits with regard to engineering aspects.</p> <p>Further engagement will continue through to detailed design to reduce impacts on existing trees</p>	
A6-29.	6C - ACR07 - Oppose - Env/Wildlife	Comments identifying various species, including buzzards, deer and barn owls, as residing within Area 6c and noting that the ACR-07 passes close to Bines Green SNCI.	The Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) sets out the details of desk studies, surveys and additional data received. It also included assessments undertaken for the project in relation to biodiversity and protected sites.	N
A6-30.	6C - Concern - Access	A comment objecting to the creation in Area 6c of an access point from the B2135.	Accesses 48 and 49 in this area are both required to facilitate the cable construction. A-48 is a main construction access, required as the haul road does not cross the River Adur or the stream at Blakes Farm, so a new access must be created from the B2135. A-49 has been proposed for only light construction vehicles.	N
A6-31.	6C - Concern - Businesses	Comment explaining that farms, and the use of farmland for different business	The environmental assessment considers likely significant air quality, noise and vibration effects during construction and decommissioning of Rampion 2 from the	N

		<p>practices including holiday rental homes, would be jeopardised by plans in Area 6c.</p>	<p>cable corridor and associated construction traffic. The assessment considers residential receptors (people in their homes including their gardens and shared community open spaces such as parks); and non-residential receptors (including schools, hospitals, places of worship, commercial buildings, and leisure areas).</p> <p>A range of embedded environmental measures which relate to air quality, noise and vibration are embedded as part of the Rampion 2 design to remove or reduce significant effects as far as possible. These include implementing measures to minimise disturbance as part of a Code of Construction Practice and carrying out road conditions surveys before and during construction. No Significant Effects have been identified in relation to potential impacts of Rampion 2 on air quality, noise and vibration from onshore construction, and decommissioning.</p> <p>The Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted with the Application, setting out commitments to help minimise disruption during the construction phase. Measures will be taken to</p>	
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			<p>manage noise and air quality to ensure there are no significant effects on residential receptors including holiday homes during construction, operation and maintenance.</p> <p>With regard to direct impacts on land, compensation may be payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious</p>	
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			<p>affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <p>Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure</p> <p>Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers</p> <p>Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers</p>	
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			Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers	
A6-32.	6C - Suggestion - Access	A suggestion to use an existing track across farmland close to where sections of 6c would need to be built.	This suggestion for a separate construction access at A-50 has been incorporated into the project design. A-50b has been added to make use of the track as suggested. A-50a is retained for operational use only.	Y
A6-33.	6C - MR09 - Concern - Cultural heritage	A comment sharing concern about the proximity of the route to a listed building in Ashurst village.	Effects on Grade II listed buildings within Ashurst including Bloques Farmhouse, the Fountain Inn and Granary Cottage have been considered in Environmental Statement (ES) Chapter 25: Historic environment, Volume 2 (APP REF: 6.2.25). It is considered that, given existing screening the change to setting would be low or moderate, but short term, and thus the adverse effects would not be significant.	N
A6-34.	6D - Concern - Access	An objection to the use of an area off the B2116 in Area 6d as an entry and exit point to the work site,	The proposed access from the B2116 has been included the final cable route. An Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has submitted as part of the application, which	N

		on the basis that it would pose a road safety hazard, would cause landscape and ecological impacts, and could be avoided by using a different access point.	includes outline details as to how access points will be safely managed. The final Construction Traffic Management Plan will need to be agreed with the local authorities before construction works can begin.	
A6-35.	6D - Suggestion - Trenchless B2116	A request that the proposed crossing of the B2116 be achieved through trenchless crossing rather than digging a trench, which is anticipated to cause congestion and disturbance on the road.	It was not possible to propose a trenchless crossing on the B2116 crossing between Sharmanbury and Partridge Green as there is insufficient space, taking account of the cable route changing direction at this point. Disruption to the users of this road will be minimised.	N
A6-36.	6E - Concern - Community	Concern that the route in Area 6e is too close to residential properties and could be relocated further from them.	In this section the red line boundary abuts homes on the A281, with a trenchless crossing planned under the road. The red line boundary has been drawn to include the whole of the fields either side of the road, so that the trenchless crossing compounds can be optimally located. This will seek to balance distance from residential neighbours to the south, with an offset from the ancient woodland to the north. The drill compound has been assessed as on the west of the A281,	N

			meaning that the noisiest activities would occur on the other side of the road from the nearest houses. Assessments of impact, taking into account mitigations designed to reduce the transmission of noise are in Environmental Statement (ES) Chapter 21: Noise and vibration, Volume 2 (APP REF: 6.2.21).	
A6-37.	6E - Concern - Noise	Concern that a monastery in Area 6e would be disturbed by noise from construction.	At the closest point, the cable route would be over 500m away from St Hugh's Charterhouse, separated by woodland and the A281. The project has committed to a range of measures to reduce construction noise from trenching and drilling, which are considered as mitigation in Environmental Statement (ES) Chapter 21: Noise and vibration, Volume 2 (APP REF: 6.2.21).	N
A6-38.	6F - Concern - Biodiversity	Concerns over potential impacts on biodiversity in Area 6f, including nightingales and cuckoos.	The Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) sets out the details of surveys and assessments which have been undertaken for the project in relation to biodiversity and wildlife.	N
A6-39.	6F - Concern - Traffic impacts	Suggestions that MR-12 and TC-17 may pose a flood risk that could affect local traffic as well as the environment.	Environmental Statement (ES) Chapter 26: Water Environment, Volume 2 (APP REF: 6.2.26) sets out the measures that Rampion 2 will use to reduce any potential effects on land drainage, and	N

			<p>assesses that we do not consider this to be a likely significant effect of the project.</p> <p>Particular care will be taken to ensure that the existing land drainage regime is not compromised as a result of construction. A specialist drainage contractor / consultant will be engaged prior to construction to develop the pre- and post-construction drainage plan on agricultural land. Land drainage systems will be maintained during construction and reinstated on completion. Temporary cut-off drains will be installed parallel to the trench-line, before the start of construction, to intercept soil and groundwater before it reaches the trench. These field drains will discharge to local drainage ditches through silt traps, as appropriate, to minimise sediment release.</p>	
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6.8.7. **Area 7 – Substation Approach**

ID	Code	Issue statement	Requirement and response text	Project change (Y/
A7-01.	7 - Concern - Business	Concerns regarding impacts of works in Area 7 on local businesses, including concerns over access	The supplementary consultation materials showed an access route through the Oakendene industrial estate, connecting the Oakendene West construction compound with the Oakendene	Y

		<p>to the Oakendene industrial estate and an increase in congestion, as well as impacts on farms that could in one case result in its closure.</p>	<p>substation site. Having considered consultation responses and environmental surveys, this access route has been removed from the final scheme, reducing potential impact on businesses.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) includes measures to ensure that impacts on the access into Oakendene Industrial Estate would be managed effectively so as to minimise disruption to estate businesses.</p> <p>The impacts on soils and agriculture are assessed in Environmental Statement (ES) Chapter 20: Soils and Agriculture, Volume 2 (APP REF: 6.2.20). Whilst the environmental assessment concludes that there will be there is the Potential for Significant Effects associated with the loss of topsoil and the temporary loss or damage to agricultural land during the construction phase, these effects will be managed and minimised as far as possible through the Soil Management Plan. The cable will be buried to a minimum depth of 1.2m with agricultural activities permitted down to 0.9m below the surface to ensure that further to construction, agricultural activities can continue above the cable. Other</p>	
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			<p>measures include reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines and storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction.</p> <p>Soil management measures are outlined in the Outline Soils Management Plan (OSMP) (APP REF: 7.4) which forms part of the Outline Code of Construction Practice (OCoCP) and will be implemented during the construction phase.</p> <p>Carter Jonas have attended meetings, and held conversations with affected landowners, to discuss the Project and take account of concerns and constraints that were raised in particular with regard to cable route alignment and the impact that this may have on their use of the land. Where issues have been raised these were fed back to the Project team so as to be taken into account in the cable route design decision making process.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation</p>	
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			<p>Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p>	
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			<ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers 	
A7-02.	7 - Concern - Assessment	An assertion that the impacts of the proposed substation in Area 7 have not	As detailed in Environmental Statement (ES) Chapter 1: Introduction, Volume 2 (APP REF: 6.2.1) the aim of the environmental statement is to provide the reader with a good understanding of the	N

		been fully identified or mitigated.	likely significant environmental effects relating to Rampion 2 Offshore Wind Farm. The ES also documents the embedded environmental measures proposed to reduce the impact and any residual effects. Environmental Measures are measures which are proposed to prevent, reduce and where possible offset any significant adverse effects (or to avoid, reduce, and if possible, remedy identified effects).	
A7-03.	7 - Concern - Birds	Concern over potential impacts on nightingales, which are described as being present in Area 7.	Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) sets out the details of surveys and assessments which have been undertaken for the project in relation to biodiversity and wildlife.	N
A7-04.	7 - Concern - Built heritage	Concerns over the proximity of the proposals in Area 7 to listed buildings, including an argument that the positioning of the route away from the front of Oakendene Manor is irrational on the basis that the listing of that building	Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25) sets out how the assessment has considered the likely significant effects of the Proposed Development on historic environment, including designated and non-designated heritage assets. The chapter presents the results of the assessment of the likely significant effects of Rampion 2, with respect to historic environment, including	N

		applies to all four sides.	terrestrial archaeology, historic buildings/ structures, and historic landscapes.	
A7-05.	7 - Concern - Cable construction	Comments of concern over the effects of constructing the cable route in Area 7, focussing on impacts on the amenity and value of residential properties.	<p>The environmental assessment considers likely significant air quality, noise and vibration effects during construction and decommissioning of Rampion 2 from the following sources: construction of the onshore infrastructure (landfall, cable corridor and substation) and associated construction traffic, and during the decommissioning phase the removal of equipment and reinstating sites, including associated traffic. The assessment considers residential receptors (people in their homes including their gardens and shared community open spaces such as parks); and non-residential receptors (including schools, hospitals, places of worship, commercial buildings, and leisure areas).</p> <p>A range of embedded environmental measures which relate to air quality, noise and vibration are embedded as part of the Rampion 2 design to remove or reduce significant effects as far as possible. These include avoiding sensitive sites by the project footprint, implementing measures to minimise disturbance as part of a Code of Construction Practice and carrying out road conditions surveys before and during</p>	N

			<p>construction. No Significant Effects have been identified in relation to potential impacts of Rampion 2 on air quality, noise and vibration from onshore construction, and decommissioning.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land</p>	
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			<p>Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers 	
A7-06.	7 - Concern - Communities	References to the disruption and environmental effects that are expected to arise in local communities from the proposals in Area 7.	The environmental assessment considers likely significant air quality, noise and vibration effects during construction and decommissioning of Rampion 2 from the following sources: construction of the onshore infrastructure (landfall, cable corridor and substation) and associated construction traffic, and during the decommissioning phase the removal of equipment and reinstating sites, including	N

			<p>associated traffic. The assessment considers residential receptors (people in their homes including their gardens and shared community open spaces such as parks); and non-residential receptors (including schools, hospitals, places of worship, commercial buildings, and leisure areas).</p> <p>A range of embedded environmental measures which relate to air quality, noise and vibration are embedded as part of the Rampion 2 design to remove or reduce significant effects as far as possible. These include avoiding sensitive sites by the project footprint, implementing measures to minimise disturbance as part of a Code of Construction Practice and carrying out road conditions surveys before and during construction. No Significant Effects have been identified in relation to potential impacts of Rampion 2 on air quality, noise and vibration from onshore construction, and decommissioning.</p>	
A7-07.	7 - Concern - Congestion	Comments of concern over the potential for traffic congestion caused by congestion of the proposals in Area 7,	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure	N

		including references to roads such as Kent Street, Picts Lane and the A272, with comments often describing roads as unsuitable for construction vehicles or already prone to congestion and delays.	that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. It identifies the number of HGV movements on local roads and is submitted alongside the Development Consent Order Application.	
A7-08.	7 - Concern - Drainage/Flooding	A suggestion that Kent Street and Picts Lane are prone to flooding and so unsuitable as access roads to construction sites.	Environmental Statement (ES) Chapter 26: Water Environment, Volume 2 (APP REF: 6.2.26) sets out the measures that Rampion 2 will use to reduce any potential effects on land drainage, and assesses that we do not consider this to be a likely significant effect of the project. Particular care will be taken to ensure that the existing land drainage regime is not compromised as a result of construction. A specialist drainage contractor / consultant will be engaged prior to construction to develop the pre- and post-construction drainage plan on agricultural land. Land drainage systems will be maintained during construction and reinstated on completion. Temporary cut-off drains will be installed parallel to the trench-line, before the start of construction, to intercept soil and groundwater before it reaches the trench.	N

			These field drains will discharge to local drainage ditches through silt traps, as appropriate, to minimise sediment release.	
A7-09.	7 - Concern - Env assessment	Comments suggesting that there is no environmental survey data for Area 7, no detail on soil management and reinstatement, and that the PEIR lacks detail on certain wildlife species.	Environmental measures to be implemented during construction relating to reinstatement and minimising significant effects to land are included within the Outline Code of Construction Practice (OCoCP) (APP REF; 7.2) which is submitted with the Application. The OCoCP includes an Outline Soils Management Plan (OSMP) (APP REF: 7.4) which commits Rampion 2 to reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines. Soil will be stored in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction. It will then be replaced and the land reseeded if appropriate. The period of aftercare and reinstatement standard (where the aftercare phase will be deemed to be complete) is to be defined the soil management plans to ensure that the reinstatement establishes.	N
A7-10.	7 - Concern - Jubilee wood	Comments explaining that the planned planting of a 70-acre woodland, as part of	Rampion 2 requested further information in relation to the landowner's proposed Queen's Green Canopy (QGC) planting proposal. Rampion 2 advised that the	N

		<p>the Queen's Jubilee Woodland scheme, is jeopardised by the proposals in Area 7, including a criticism of the Applicant's apparent disregard for this impact.</p>	<p>Proposed Project would be compatible with such a planting regime. However, the landowner advised that the cable route proposal is incompatible with the QGC proposals. Rampion 2 understands the QGC planting has been implemented.</p> <p>The decision by Rampion 2 on the route through Area 7 took into account the QGC proposal on the assumption that, when they wrote to the landowner, the Woodland Trust were fully aware of the details of the Rampion 2 cable route proposals.</p> <p>The cable route decision took into account the potential for the landowner to proceed with the proposed woodland, resulting in the necessity for Rampion 2 to remove saplings along the cable corridor. Rampion 2 weighed the various considerations and effects of both the potential northern route through the landowners land and the southern route which ran to the south of the landowners land. The northern route was identified as the preferred route and the changes put forward were not justified on balance. This was due to the alternatives having greater potential impacts (including the amenity of nearby</p>	
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			residents, effects on trees and vegetation) and involve a longer HDD.	
A7-11.	7 - Concern - Noise	Concern over the potential for noise pollution from the proposals.	<p>Environmental Statement (ES) Chapter 21: Noise and Vibration, Volume 2 (APP REF: 6.2.21) assesses the impacts of the construction and operation of the proposed development.</p> <p>The duration of trenchless crossing is included within the assessment, using a worst case scenario of drilling throughout the period of the trenchless crossing works (despite there being long periods of preparation ancillary activities where drilling will not be taking place). Embedded environmental measure (C-263) includes for potential extensions to works to be covered by Section 61 process.</p>	N
A7-12.	7 - Concern - Other works/developments	Requests that any construction works must not coincide with other works in the area.	As detailed in Environmental Statement (ES) Appendix 5.3: Cumulative effects assessment detailed onshore search and screening criteria, Volume 4 (APP REF: 6.4.5.3) other developments in proximity to Rampion 2 have been considered in the Onshore Cumulative Effects Assessment (CEA) if they meet the temporal spatial and technical criteria. Developments included in the CEA are identified in Appendix 5.3.	N

			Construction activity will be planned to minimise disruption to residents and businesses in the local area. The Environmental Statement includes an assessment of construction impacts, such as traffic and transport, noise, air quality and public rights of way.	
A7-13.	7 - Concern - Road safety	Concerns that road safety may be jeopardised by the proposals in Area 7, including several references to the A272 as a potential accident hot spot.	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase.	N
A7-14.	7 - Concern - Substation landscape	Concern that the location of the substation would spoil the visual appeal of the area.	The substation site is well screened by existing vegetation, and additional planting is proposed in the Design and Access Statement (APP REF: 5.8). The residual effects are assessed for visual impact in Environmental Statement (ES) Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18).	N
A7-15.	7 - Oppose - Development	Concerns over potential impacts of the proposals in Area 7 on planned	The battery storage planning application has not yet been determined by the local planning authority. There are outstanding objections from consultees. Rampion 2	N

		developments, including an energy storage battery facility and a residential development.	<p>are in ongoing discussions with the battery storage project applicant.</p> <p>No planning consents for housing directly impacted by the DCO boundary through Area 7 have been identified via engagement with landowners, communities and statutory consultees or through the environmental assessment work.</p> <p>As detailed in Environmental Statement (ES) Appendix 5.3 Cumulative effects assessment detailed onshore search and screening criteria, Volume 4 (APP REF: 6.4.5.3) other developments in proximity to Rampion 2 have been considered in the Onshore Cumulative Effects Assessment (CEA) if they meet the temporal spatial and technical criteria. Developments included in the CEA are identified in Appendix 5.3.</p>	
A7-16.	7 - Oppose - Env/Wildlife	Comments highlighting the diversity of wildlife in Area 7 and expressing concern over potential impacts.	Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) sets out the details of surveys and assessments which have been undertaken for the project in relation to biodiversity and wildlife.	N

A7-17.	7 - Oppose - Pollution	A comment stressing the potential for increased pollution arising from traffic congestion linked to the proposals.	The Outline Code of Construction Practice (OCoCP) (APP REF; 7.2) has been submitted with the Application, setting out commitments to help minimise disruption during the construction phase. Measures will be set out and implemented to ensure access for businesses and holiday homes is not interrupted. Measures will also be taken to keep mud off roads and manage noise and air quality to ensure there are no significant effects in relation to potential impact of Rampion 2 on air quality, noise and vibration from construction, operation and maintenance, and decommissioning.	N
A7-18.	7 - Oppose - Substation landscape	Objections to the location of the substation, in many cases highlighting the perceived visual impact it would have.	The proposed substation site is well screened by existing vegetation, and additional planting is proposed in the Design and Access Statement (APP REF: 5.8). The residual effects are assessed for visual impact in Environmental Statement (ES) Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18).	N
A7-19.	7 - Suggestion - Access	Suggestions concerning proposed access routes to the substation in Area 7, including alternatives that remove the need	The proposed substation site would be accessed directly from the A272 as shown in the Design and Access Statement (APP REF: 5.8). This site would have a more direct connection to the strategic road network, via exclusively	N

		to use Kent Street and Kings Lane as well as another that recommends making greater use of Kent Street.	A-roads, than the other consulted substation sites. Kent Street would be required for construction access to the cable route south of the substation, but no traffic associated with the substation would need to use this route. Kings Lane is included for operational access only. Traffic impacts are assessed in Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF: 6.2.23).	
A7-20.	7 - Suggestion - Bird habitat	A suggestion to introduce planting around the Oakendene substation that would be attractive to nightingales.	Additional planting is proposed around the substation in the Outline Landscape and Ecology Management Plan (APP REF: 7.10). This will be combined with water management ponds to create a wet woodland environment which is favoured by nightingale.	Y
A7-21.	7 - Suggestion - Cable route	Suggestions for alternative cable routes in Area 7, including suggestions to take the route further from Cowfold stream, and another that would reduce the construction corridor by using a 'trefoil' cable configuration in	A number of suggested alternative route options were considered in this area, and the northern route between the two substations was selected as most technically viable, and likely to have least impact on dwellings. The cable route needs to cross the Cowfold Stream from west to east, but a trenchless crossing, consulted upon in	Y

		a stated location on private land.	<p>2022, has been introduced to reduce impacts.</p> <p>The construction corridor has been reduced in width from 50m at consultation, to a standard width of 40m in the DCO application. This width is required to allow for up to four cable circuits, a haul road and soil storage. However, in locations with particular constraints, this can be reduced further to avoid adverse impacts.</p>	
A7-22.	7 - Suggestion - Combine substations	A suggestion to make use of the Bolney National Grid substation instead of building another at Oakendene.	<p>Several locations were initially considered for the onshore substation location, with a view to being able to connect at the existing Bolney National Grid substation. This process of selection is fully described within Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). The choice was then distilled down to two options:-</p> <ul style="list-style-type: none"> • Oakendene- • Wineham Lane North (adjacent to the existing Bolney National Grid substation) <p>Oakendene was selected as the preferred option for the following reasons:- Access to the site can be made directly from the A272, avoiding use of minor roads; and Wineham Lane North had a more linear shape, making it harder to</p>	N

			design the substation with suitable landscape mitigation when compared with Oakendene	
A7-23.	7 - Suggestion - Substation location	Suggestions for alternative locations for the substation, including suggestions to move it closer or within the Oakendene industrial estate, and others to reconsider previously proposed substation locations.	<p>Several locations were initially considered for the onshore substation location, with a view to being able to connect at the existing Bolney National Grid substation. This process of selection is fully described within Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). The choice was then distilled down to two options:</p> <ul style="list-style-type: none"> • Oakendene • Wineham Lane North (adjacent to the existing Bolney National Grid substation) <p>Oakendene was selected as the preferred option for the following reasons: Access to the site can be made directly from the A272, avoiding use of minor roads; and Wineham Lane North had a more linear shape, making it harder to design the substation with suitable landscape mitigation when compared with Oakendene.</p> <p>The indicative landscape plan is included within the Design and Access Statement (APP REF: 5.8) submitted with the</p>	N

			Application. The final landscaping design will need to be agreed with the local authorities before construction can begin. It is expected that there will be requirement from the consent to monitor and maintain the landscaping installed around the Oakendene substation for a period of years.	
A7-24.	7 - Suggestion/Query	A query as to whether the proposed location of the substation is the nearest access National Grid access node to the coast.	It is necessary to connect into the National Grid transmission network, which runs east-west from the Bolney substation. There are no transmission lines south of the South Downs National Park, thus no nodes near the coast to connect to. The selection of a grid connection point is discussed in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	N
A7-25.	7 - Suggestion/Query - Construction traffic	Suggestions for construction traffic management measures, including limitations on the use of temporary traffic lights, and traffic restrictions on Picts Lane.	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. It identifies the number of HGV movements on local roads and is	N

			submitted alongside the Development Consent Order Application.	
A7-26.	7 - Suggestion/Query - Mitigation/Compensation	Suggestions to mitigate the impacts of the proposals in Area 7, including one to begin tree planting before construction works begin, and another to screen the substation from the A272 and Kent Street.	A landscaping scheme will be used to help provide screening for the planned Oakendene onshore substation and is provided in the Outline Landscape and Ecology Management Plan (OLEMP) (APP REF: 7.10). This will be agreed with the relevant authorities.	Y
A7-27.	7 - Suggestion/Query - NMU	Suggestions concerning the provision of routes for walkers and cyclists in Area 7, either to avoid congestion caused by construction of the proposals or as a form of compensation to the area.	<p>An Outline Public Rights of Way Plan Management Plan (OPRoWPMP) (APP REF: 7.8) has been included in the application. When a public right of way needs to be crossed, it will only need to be closed for a short period of time. When this happens, alternative routes will be suggested.</p> <p>On some public rights of way, a temporary diversion will be put in place enabling the general route to remain open throughout the construction period.</p>	N
A7-28.	7 - Suggestion/Query - Substation design	Suggestions concerning the design of the substation, focusing	Design and Access Statement (APP REF: 5.8) sets out the design objectives for the substation, within which the detailed design will be agreed later. Visual	N

		on the height of the building and its infrastructure.	screening of the infrastructure has been considered, and mitigation includes the placement of the substation, reinforcement planting for the existing vegetation, and curve in the access road to prevent direct views from the highway. The residual effects are assessed for visual impact in Environmental Statement (ES) Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18).	
A7-29.	7 - Support	Comments in support of the proposals for Area 7.	No response required.	N
A7-30.	7 - Support - Mitigation	A comment praising the planned management of the environmental impacts of the Oakendene substation.	No response required.	N
A7-31.	7A - Concern - Community	A comment indicating that the proposals in Area 7a would be too close to houses and would impact the community through construction as well.	The environmental assessment considers likely significant air quality, noise and vibration, and population and human health effects during construction and decommissioning of Rampion 2 from the following sources: construction of the onshore infrastructure (landfall, cable corridor and substation) and associated construction traffic, and during the decommissioning phase the removal of equipment and reinstating sites, including associated traffic. The assessment	N

			<p>considers residential receptors (people in their homes including their gardens and shared community open spaces such as parks); and non-residential receptors (including schools, hospitals, places of worship, commercial buildings, and leisure areas).</p> <p>A range of embedded environmental measures which relate to air quality, noise and vibration are embedded as part of the Rampion 2 design to remove or reduce significant effects as far as possible. These include avoiding sensitive sites by the project footprint, implementing measures to minimise disturbance as part of a Code of Construction Practice, limitation of construction working hours and the use of acoustic barriers. No Significant Effects have been identified in relation to potential impacts of Rampion 2 on air quality, noise and vibration from onshore construction, and decommissioning.</p>	
A7-32.	7A - Suggestion/Query - Access	Comments referring to concerns over the planned access arrangements for works in Area 7a, citing safety and congestion concerns.	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation	N

			measures detailed within this document minimise the likely effects on existing road users during the construction phase.	
A7-33.	7B - Concern - Access route	A suggestion that access points in Area 7b are unclear, including a comment that Bob Lane would not be suitable as a construction route.	The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase.	Y
A7-34.	7B - Concern - Biodiversity	Concern that the proposals in 7b would require the removal of mature oak trees that had previously been protected for the purposes of Rampion 1.	The proposal presented in area 7b is for a trenchless crossing under Wineham Lane, which would preserve the trees above the drill. Potential impacts on trees in the vicinity from the residual trenched cable route are assessed, and mitigation proposals presented, in Environmental Statement (ES) Appendix 22.16: Arboricultural Impact Assessment, Volume 4 (APP REF: 6.4.22.16).	N
A7-35.	7B - Concern - Existing utilities	Concern that the proposals in 7b would need to pass beneath existing power cables, which would	There are road, rail, water, footpaths, third party services, and other crossings along the onshore cable route. Each crossing will be individually reviewed/surveyed during detailed design	N

		require trenchless drilling.	to confirm the crossing methodology employed. Rampion 2 will be required to comply with 'Protective provisions' which set out a process for agreeing works for crossing buried services to ensure adequate protection for existing services in the ground. Typically these provisions require the agreement of plans and working methods with the asset owners.	
A7-36.	7B - Suggestion/Query - Construction	Comments making suggestions or asking questions concerning the construction of the proposals in Area 7b, including one to reduce the 'red line boundary' within which construction would be permitted, a query over the width of an easement related to underground power cables, and an argument in favour of additional trenchless cables.	Area 7b is the area in the vicinity of Bolney National Grid substation. Up to 2 cable circuits are likely to be accommodated in this area between Oakendene and the proposed National Grid Substation connection point. There are however particular challenges with regard to a combination of constraints including ecological constraints and a complex network of buried services on the approach to a 'pinch point' on entry to the land adjacent to National Grid substation. Flexibility is required for construction in this area further to additional services and GI surveys, however the permanent easement will be similar to the remainder of the cable route at c.20m.	N
A7-37.	7B - TC21 - Support	Support for TC-21.	No response required.	N
A7-38.	7 - Concern - Substation construction	Comments expressing concern about the impact of constructing the	Oakendene substation site has been selected following consultation with the community and statutory bodies and an assessment of alternatives, reported in	N

		Oakendene substation and local residents and the environment.	Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). Embedded mitigation is included within the substation design to minimise visual impact and harms to the environment, which are described and assessed in the relevant ES chapters, including ES Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18), ES Chapter 19: Air quality, Volume 2 (APP REF: 6.2.19), ES Chapter 21: Noise and vibration, Volume 2 (APP REF: 6.2.21) and ES Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	
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6.8.8. **AA01 – 30**

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
AA-01.	AA02 - Concern - Road safety	A comment expressing concern that AA02 passes through a residential area that is unsuitable for construction traffic, with only single vehicles able to	AA-02 is an existing private road that was considered at the Statutory Consultation Stage (October to November 2022) for operational access during the life of the wind farm. At the ES stage, AA-02 is now named A-10 and will be used for	N

		pass at some locations.	operational access only. No construction traffic will utilise this route.	
AA-02.	AA02 - Concern - Trees	A comment stating that a tree preservation order covers many of the trees growing alongside AA02, which would make use of the route for construction access impracticable because it would require tree felling.	<p>AA-02 is an existing private road that was considered at the Statutory Consultation Stage (October to November 2022) for operational access during the life of the wind farm.</p> <p>At the ES stage, AA-02 is now named A-10 and will be used for operational access only. No construction traffic will utilise this route.</p> <p>An Arboricultural Impact Assessment (APP REF: 6.4.33.16) has been submitted alongside the Development Consent Order (DCO) Application. A stage specific Arboricultural Method Statement and Tree Protection Plan will be submitted with the stage specific Code of Construction Practice. This will include the specific mitigation measures required for the protection of all trees and hedgerows situated in</p>	N

			<p>or adjacent to the working width including, where practical, measures such as the erection of protective fencing in order to minimise the impacts on trees and their roots. This will be undertaken in accordance with the guidance set out in BSI (2012) BS5837:2012 Trees in Relation to Construction.</p> <p>As detailed in the Outline Code of Construction Practice, (APP REF: 7.2) it will be reinstated as far as possible (noting that only hedges can be planted within the onshore substation and onshore cable corridor easements). This includes trees and woodland removed to allow for temporary construction compounds or access and or the provision of visibility splays.</p>	
AA-03.	AA02 - Concern - Cultural heritage	A comment sharing concern about AA-23 crossing a scheduled monument.	AA-02 is proposed as an operational access, with occasional use, and as such unlikely to have any heritage impact.	N

AA-04.	AA03 - Concern - Permission	Concern raised about the proximity of AA-02 to sensitive heritage receptors.	<p>AA-03 was proposed at the Statutory Consultation Stage (October to November 2022) to allow temporary construction and permanent access to ACR-01. This included equipment to construct the two trenchless crossings under the railway lines. AA-03 was proposed to utilise an existing private crossing of the railway line and then run parallel to the railway line.</p> <p>At the ES stage, AA-03 has been removed.</p>	N
AA-05.	AA07 - Concern - Apiary	A comment that AA-07 would pass close to an established apiary and that the challenges of moving a beehive are prohibitively difficult.	<p>AA-07 was proposed at the Statutory Consultation Stage (October to November 2022) from Burpham Road to reach TC-08 and TC-09, to minimise interaction with an environmental stewardship scheme.</p> <p>At the ES stage, AA-07 has been removed.</p>	Y
AA-06.	AA07 - Concern - Road safety	A suggestion that AA-07 would create a potentially dangerous junction with Burpham Road.	<p>AA-07 was proposed at the Statutory Consultation Stage (October to November 2022) from Burpham Road to reach TC-08 and TC-09, to minimise interaction with an environmental stewardship scheme.</p> <p>At the ES stage, AA-07 has been removed.</p>	Y

AA-07.	AA07 - Concern - Unsuitable	A suggestion that the potential widening of Burpham Road to accommodate AA-07 would be problematic.	<p>AA-07 was proposed at the Statutory Consultation Stage (October to November 2022) from Burpham Road to reach TC-08 and TC-09, to minimise interaction with an environmental stewardship scheme.</p> <p>At the ES stage, AA-07 has been removed.</p>	Y
AA-08.	AA07/08 - Concern - Landscape	Concern that both AA-07 and AA-08 would create surfaced tracks on existing farmland and downland.	<p>AA-07 and AA-08 were proposed at the Statutory Consultation Stage (October to November 2022) from Burpham Road to reach TC-08 and TC-09, to minimise interaction with an environmental stewardship scheme. AA-08 was to be retained for the operational life of the wind farm.</p> <p>AA-07 and AA-08 were identified in the Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) as either affecting new, or with the potential for a change to receptors, in relation to socio-economic, traffic, noise and vibration, ecology and nature conservation, historic environment and water environment effects.</p> <p>At the ES stage, AA-07 and AA-08 have been removed.</p>	Y

AA-09.	AA29/AA30 - Neutral - Reinstatement private road	Comments expressing concern about the use of Swillage Lane (AA29/AA30) and calling for the road to be reinstated after the construction period to maintain its utility to the residential properties in the area. It is claimed that if, instead of fixing any damage, funds are provided to the landowner for the purposes of improving the road, then he will decline to act and keep the money.	AA-29 and AA-30 were proposed at the Statutory Consultation Stage (October to November 2022). AA-29 would utilise an existing track and be for light temporary construction access (e.g. for personnel reaching site) and operational access. AA-30 would be a connection from the south along Angmering Park Road, reached off the A27 Arundel Road. It would be for temporary construction and operational access until it meets AA-29. Reinstatement of land will be required in order to comply with Development Consent Order requirements.	N
AA-10.	AA19 - Concern - Biodiversity	A comment expressing concern about the proposed AA19 access route on the grounds that works would affect local trees and vegetation along the lane.	AA-19 was proposed at the Statutory Consultation Stage (October to November 2022) to provide operational access for the life of the wind farm along an existing path at Hammerpot. For the final cable route, AA-19 has been incorporated, however it is now	N

			named A-23. This is proposed to be used for operational access only.	
AA-11.	AA19 - Concern - WCH	A comment expressing concern about the proposed AA19 access route on the grounds that it would impede a popular WCH access to the South Downs NP and that the junction from the A27 to this lane is already a dangerous one.	AA-19 was proposed at the Statutory Consultation Stage (October to November 2022) to provide operational access for the life of the wind farm along an existing path at Hammerpot. For the final cable route, AA-19 has been incorporated, however it is now named A-23. This is proposed to be used for operational access only.	N
AA-12.	AA20 - Concern - WCH	A comment expressing concern that AA20, Swillage Lane, is a popular route to the South Downs NP for walkers, cyclists and horse riders, and the lack of a footpath	AA-20 was proposed at the Statutory Consultation Stage (October to November 2022) to provide operational access for the life of the windfarm from the end of the highway on Swillage Lane, joining the cable route to the west of Norfolk House.	N

		makes this incompatible with construction traffic.	For the final cable route, AA-20 has been incorporated, however it is now named A-24. This is proposed to be used for operational access only.	
AA-13.	AA24 - Concern - Congestion/WCH	A comment opposing the use of AA24, Furlong Lane, because it is a narrow road used by vehicles from local businesses, as well as a large number of walkers, cyclist and horse riders, with stables nearby. One consultee suggested permanently banning motor traffic from this lane.	AA-24 was proposed at the Statutory Consultation Stage (October to November 2022) to allow access from Long Furlong Lane to LACR-01c for both construction and the operational life of the wind farm. For the final cable route, AA-24 is no longer required as a construction access. It is retained as an operational access, but this would have a vastly reduced impact on residents and other road users.	Y
AA-14.	AA25 - Concern - Road safety	Comments expressing concern about the safety of using AA-25 as a construction access route. One consultee noted the lane's existing use as a walking route for a 200-cow dairy herd to and from milking four times	AA-25 was proposed at the Statutory Consultation Stage (October to November 2022) to allow construction and operational access from the A280 to LACR-01c. Within the proposed area, the Project allowed for potential extra width to create a new temporary stone road if needed, rather than using the existing surfaced farm track during construction.	Y

		every day. Another consultee expressed concern on the grounds that the turning from the A280 into this lane would be hazardous.	AA-25 has not been included in the final cable route.	
AA-15.	AA25 - Concern - Landscape	A comment expressing concern that the use of AA-25 would impact the landscape and established green corridor.	AA-25 was proposed at the Statutory Consultation Stage (October to November 2022) to allow construction and operational access from the A280 to LACR-01c. Within the proposed area, the Project allowed for potential extra width to create a new temporary stone road if needed, rather than using the existing surfaced farm track during construction. AA-25 has not been included in the final cable route.	Y
AA-16.	AA26 - Concern - WCH	A comment expressing concern about the use of AA-26 as a construction access because the lane follows the same route as a Public Right of Way.	AA-26 was proposed at the Statutory Consultation Stage (October to November 2022) for access only during the operational life of the wind farm. The access utilised existing tracks and paths to each the LACR-01c cable route. The access split into westerly and north-westerly routes to access different parts of the cable corridor, using existing tracks and paths where possible.	N

			AA-26 has been incorporated into the final cable route (now referred to as A-29). This will be used for operational access only.	
AA-17.	AA12 - Suggestion - Temp bus stop	A request for a temporary bus stop to be provided in place of one that may have to be moved on the A283 in order to accommodate AA-12.	<p>AA-12 was proposed at the Statutory Consultation Stage (October to November 2022) as the original proposal was identified as being unsuitable due to road safety concerns. At the Statutory Consultation Stage, the AA-12 track was proposed to run on new tracks and maintain a 15m separation distance from adjacent woodland. As the proposed AA-12 access crossed agricultural fields, new temporary stone roads would be required.</p> <p>This construction access has been included in our proposals as A35.; a broad red line boundary has been drawn in this area so that detailed proposals can be agreed with the highway authority, who will determine if the bus stop needs to be moved.</p>	N

AA-18.	AA13 - Concern - Traffic route	A comment that sufficient traffic management must be arranged to avoid additional traffic travelling through the village of Washington.	<p>AA-13 was proposed at the Statutory Consultation Stage (October to November 2022). It is an existing private track which was included to ensure the Project has rights of access over it.</p> <p>At the ES stage, AA-13 is named A-36 and is proposed for operational access only.</p> <p>In the final cable route, a light construction route (A-37) is required to the North of Washington. A Construction and Operational Route is also required to the North of Washington (A-39).</p> <p>As detailed in the Outline Construction Traffic Management Plan (APP REF: 7.6), the Heavy Goods Vehicles (HGV) Access Strategy and selection of temporary construction access, complimented with onsite haul roads, so that several key settlements will be avoided by construction HGV traffic. This includes Washington.</p>	N
AA-19.	AA14 - Concern - Community	A suggestion that AA-14 in Area 6a would disrupt users	At the Statutory Consultation Stage (October – November 2022) the Project explored AA-14 as an alternative construction access (from	N

		<p>of a nearby holiday home.</p>	<p>the road via the wider northwest section) because it would avoid crossing a gas main and would affect less agricultural land, along with some traffic and minerals protection advantages. The narrower part of AA-14 was also considered for use as an operational access for the life of the wind farm.</p> <p>AA-14 crossed a hedgerow, an arable field and passed in the vicinity of two listed buildings. These receptors were identified in the Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) as either new, or with the potential for change, in relation to socio-economic, landscape and visual, ecology and nature conservation, and historic environment (heritage) effects on the identified receptors.</p> <p>For the final cable route, AA-14 has been incorporated, however it is now named A-43a and A43b. A-43b will be used as an operational access point. A-43a will be used as a construction route.</p>	
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			<p>The Environmental Statement Chapter 23: Transport, Volume 2 (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport. This includes a review of accidents which occurred on the road 500m either side of the proposed accesses, including A-43a and A-43b.</p> <p>An Outline Construction Traffic Management Plan (APP REF: 7.6) has also been prepared to address the impacts of the onshore infrastructure elements of the Proposed Development which could have a direct effect on local roads through crossings of the network and the conveyance of construction traffic. The Outline Construction Traffic Management Plan (APP REF: 7.6) was also prepared to ensure that the management and mitigation measures detailed within the document minimise the likely effects on existing road users during the construction phase.</p>	
AA-20.	AA14 - Concern - Impacts	A concern that the impacts of AA-14 have not been	At the Statutory Consultation Stage (October – November 2022) the Project explored AA-14 as an alternative construction access (from	N

		<p>adequately assessed.</p>	<p>the road via the wider northwest section) because it would avoid crossing a gas main and would affect less agricultural land, along with some traffic and minerals protection advantages. The narrower part of AA-14 was also considered for use as an operational access for the life of the wind farm.</p> <p>AA-14 crossed a hedgerow, an arable field and passed in the vicinity of two listed buildings. These receptors were identified in the Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) as either new, or with the potential for change, in relation to socio-economic, landscape and visual, ecology and nature conservation, and historic environment (heritage) effects on the identified receptors.</p> <p>For the final cable route, AA-14 has been incorporated, however it is now named A-43a and A43b. A-43b will be used as an operational access point. A-43a will be used as a construction route.</p>	
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			<p>The Environmental Statement Chapter 23: Transport, Volume 2 (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of the Project with respect to transport. This includes a review of accidents which occurred on the road 500m either side of the proposed accesses, including A-43a and A-43b.</p> <p>An Outline Construction Traffic Management Plan (APP REF: 7.6) has also been prepared to address the impacts of the onshore infrastructure elements of the Proposed Development which could have a direct effect on local roads through crossings of the network and the conveyance of construction traffic. The Outline Construction Traffic Management Plan (APP REF: 7.6) was also prepared to ensure that the management and mitigation measures detailed within the document minimise the likely effects on existing road users during the construction phase.</p>	
AA-21.	AA14 - Support - Heritage	Support for the avoidance of impacts from AA-14 on a listed building.	Comment noted.	N

AA-22.	AA14 - Concern - Utilities	A comment identifying the eastern arm of AA-14 as being routed alongside a high pressure gas pipeline .	AA-14 (now A-43) has been designed with two branches so that the construction access does not have to cross this pipeline, which the previous proposal did. It is considered preferable to route alongside the gas pipeline than cross it.	N
AA-23. .	AA14 - Concern - WCH	Request for clarification on the use of a public bridleway for AA-14.	The lower part of AA-14 (now A-43) would be used for construction traffic, where the route is paved as a house access. The upper part is sought as an operational access, so would experience only occasional usage. Details are contained in the Outline Public Rights of Way Management Plan (APP REF: 7.8).	N

6.8.9. **ACR01 – 07**

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
ACR-01.	ACR01 - Oppose - Business impacts	Comment from local businesses, expressing concern that the route would make their business less viable by using land that is required to operate or expand their business. In one	ACR-01 was proposed as an alternative to avoid potential archaeology on the main route. This has subsequently been investigated and found to be not significant. Therefore ACR-01 is not required thus the stated business will not be affected.	Y

		instance, a solar farm was affected, while the other is a dairy farm.		
ACR-02.	ACR02 - Oppose	Statements of opposition towards all of the ACR-02 option or to parts of it, for example the section north of the proposed junction with LACR-01a.	The majority of ACR-02 has been adopted as our preferred cable route, in combination with LACR-1. The section north of LACR-01a approaching Crossbush is not utilised. The route ACR-02 in combination with LACR-01 was preferred over the original cable route or LACR-02 with regards to ecological and water quality impacts. The selection process is detailed in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	N
ACR-03.	ACR02 - Oppose - Access/Traffic/Closures	A comment in opposition to ACR-02 on the basis of its potential impacts on traffic or access into and out of the area, which could affect farmers, local residents and those with health concerns.	The traffic impacts have been assessed in Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF: 6.2.23) and it was concluded that in this area the difference would not be significant against the existing baseline.	N
ACR-04.	ACR02 - Oppose - Agriculture	Comments opposing ACR-02 because of its potential impacts on agricultural land, including a	The impacts on soils and agriculture are assessed in the Environmental Statement (ES) Chapter 20: Soils and agriculture, Volume 2 (APP REF: 6.2.20). Whilst the environmental assessment	N

		<p>reference to farmland around the village of Poling.</p>	<p>concludes that there will be the Potential for Significant Effects associated with the loss of topsoil and the temporary loss or damage to agricultural land during the construction phase, these effects will be managed and minimised as far as possible through the Outline Soils Management Plan (OSMP) (APP REF: 7.4). The cable will be buried to a minimum depth of 1.2m with agricultural activities permitted down to 0.9m below the surface to ensure that further to construction, agricultural activities can continue above the cable. Other measures include reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines and storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction. Soil management measures will be included in a Outline Soils Management Plan (OSMP) (APP REF: 7.4) which forms part of the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) and will be implemented during the construction phase. Carter Jonas have attended meetings, and held conversations with affected landowners, to discuss the Project and take account of concerns and constraints that were raised in particular with regard</p>	
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			<p>to cable route alignment and the impact that this may have on their use of the land. Where issues have been raised these were fed back to the Project team so as to be taken into account in the cable route design decision making process.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious</p>	
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			<p>affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers 	
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ACR-05.	ACR02 - Oppose - Alignment	A comment that ACR-02 is longer than the previously proposed route and includes a 90-degree turn, which may make it unsuitable for cabling.	<p>The part of the proposed cable route which have been used for the Project is the part of ACR02 which runs to the south of the A27 but does not cross the A27, a small part of AA09 in the south and AA10 to reach Sullington Hill.</p> <p>Areas around Crossbush will no longer be used for routeing the cable.</p> <p>Further to consultation it is proposed that Lyminster Road and Poling Street would be crossed by way of trenchless crossing to reduce disruption. Trenchless crossing methods avoid disturbance above or stopping transport services.</p> <p>Cable routeing decisions have taken into account direct impacts on land and property raised through environmental assessment work (including a review of planning applications and consents) and the consultation responses received with supporting information and evidence.</p>	N
ACR-06.	ACR02 - Oppose - Communities	Comments that ACR-02 would have negative impacts on the communities that it passes close to, including references to the	Cable route ACR-02 in combination with LACR-01 is generally in a less populated area than the original cable route, but there may still be impacts on neighbouring communities. The Environmental Statement has considered these impacts in Environmental	N

		rural character of those communities.	Statement (ES) Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18), ES Chapter 19: Air Quality, Volume 2 (APP REF: 6.2.19), ES Chapter 21: Noise and vibration, Volume 2 (APP REF: 6.2.21) and ES Chapter 25: Historic environment, Volume 2 (APP REF: 6.2.25).	
ACR-07.	ACR02 - Oppose - Drainage/Flooding	An assertion that ACR-02 may affect the drainage of a farm that it passes through, potentially making that land unviable.	Environmental Statement (ES) Chapter 26: Water environment, Volume 2 (APP REF: 6.2.26) sets out the measures that Rampion 2 will use to reduce any potential effects on land drainage, and assesses that we do not consider this to be a likely significant effect of the project. Particular care will be taken to ensure that the existing land drainage regime is not compromised as a result of construction. A specialist drainage contractor / consultant will be engaged prior to construction to develop the pre- and post-construction drainage plan on agricultural land. Land drainage systems will be maintained during construction and reinstated on completion. Temporary cut-off drains will be installed parallel to the trench-line, before the start of construction, to intercept soil and groundwater before it reaches the trench. These field drains will discharge to local drainage ditches through silt traps, as	N

			appropriate, to minimise sediment release.	
ACR-08.	ACR02 - Oppose - Environment/Wildlife	Statements of opposition towards ACR-02 - either all of that route or parts of it - on the basis that it would impact wildlife and their habitats.	ACR-02 was selected in combination with LACR-01 largely because of the reduced impact on ecology compared with the original route. This includes the avoidance of a Local Wildlife Site, less impact on Habitats of Principle Importance, and reduced potential for disturbance of Species of Principle Importance, as explained in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	N
ACR-09.	ACR02 - Oppose - Health/Quality of life	Comments that ACR-02 would negatively impact the health or quality of life of local people, sometimes including references to the specific circumstances of individuals who would be affected.	Cable route ACR-02 in combination with LACR-01 is generally in a less populated area than the original cable route, but there may still be impacts on neighbouring people. Our Environmental Statement has considered these impacts in Environmental Statement (ES) Chapter 28: Population and human health, Volume 2 (APP REF: 6.2.28).	N
ACR-10.	ACR02 - Oppose - Other infrastructure/developments	Comments concerning other planned developments in the area of ACR-02 or conditions that have been applied when refusing other	Cable routeing decisions have taken into account direct impacts on committed developments identified through a review of planning consents and the consultation responses received. Weight is given to development proposals, based on their status and level of advancement in the planning system. There are currently no	N

		<p>planning applications in the area. It is suggested that the proposals for the cable route have not considered the implications of other planned developments or would fail to meet established planning conditions.</p>	<p>substantive development proposals in the local plan or extant planning consent that can be weighed by Rampion 2 against the other impacts identified in the vicinity of ACR02. Information regarding development proposals has been requested from landowners and should future development become more certain and plans developed, detailed design of the cable can be considered in light of further detail on development proposals. Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments. Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical</p>	
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			<p>factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3- 	
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			<p><u>compensation-to-agricultural-owners-and-occupiers</u></p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers <p><u>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers</u></p>	
ACR-11.	ACR02 - Oppose - Planning	A comment expressing concern that previous planning applications had failed on grounds that apply to the Project, such as impacts on cultural heritage and landscape in the area.	The need case for Rampion 2 has been set out in the Planning Statement (APP REF: 5.7), and we are confident that the project benefits outweigh negative impacts, but this will be tested through the planning process.	N
ACR-12.	ACR02 - Oppose - Property	Comments opposed to the impacts of ACR-02 on stated properties, including an equestrian centre.	This part of ACR-02, north of the junction with LACR-01 has not been selected, and so there is no longer an interface proposed with this property.	Y
ACR-13.	ACR02 - Oppose - Retain old route	Comments that the previously consulted upon route is preferable to ACR-	Cable route ACR-02 in combination with LACR-01 is generally in a less populated area than the original cable route, but there may still be impacts on	N

		02, including a suggestion that ACR-02 affects more communities than the original route.	neighbouring communities. Our Environmental Statement (ES) has considered these impacts in ES Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18), ES Chapter 19: Air quality, Volume 2 (APP REF: 6.2.19), ES Chapter 21: Noise and vibration (APP REF: 6.2.21) and ES Chapter 25: Historic environment (APP REF: 6.2.25).	
ACR-14.	ACR02 - Oppose - Traffic/Construction traffic	Suggestions that the roads that would need to be used to construct ACR-02 are unsuitable for construction vehicles.	The construction accesses proposed for ACR-02 are taken either from the A284 or the new Lyminster bypass which is currently in construction. Both of these roads are considered suitable for HGV traffic. This is set out in Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF: 6.2.23).	N
ACR-15.	ACR02 - Suggestion/Query - Business	Concern over potential impacts on the viability of a business, linked to ACR-02	Cable routing decisions have taken into account direct impacts on business premises raised through environmental assessment work (including a review of planning consents) and consultation responses received. ACR-02 runs through equestrian paddocks and agricultural land. The impacts on soils and agriculture are assessed in the Environmental Statement (ES) Chapter 20: Soils and agriculture, Volume 2 (APP REF: 6.2.20). Whilst the environmental assessment concludes that there will be the Potential for Significant Effects	N

			<p>associated with the loss of topsoil and the temporary loss or damage to agricultural land during the construction phase, these effects will be managed and minimised as far as possible through the Outline Soils Management Plan (OSMP) (APP REF: 7.4). The cable will be buried to a minimum depth of 1.2m with agricultural activities permitted down to 0.9m below the surface to ensure that further to construction, agricultural activities can continue above the cable. Other measures include reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines and storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction. Soil management measures will be included in a Outline Soils Management Plan (OSMP) (APP REF: 7.4) which forms part of the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) and will be implemented during the construction phase. A previously proposed access through an industrial estate has been removed. Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for</p>	
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			<p>the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free: Compulsory purchase and compensation: guide 1 – procedure</p>	
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			<p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers</p>	
ACR-16.	ACR02 - Suggestion/Query - NMU	A request that a bridleway that is in close proximity to the route of ACR-02 should remain open during construction and operation of the route.	An Outline Public Rights of Way Plan Management Plan (OPRoWPMP) (APP REF: 7.8) has been included in the application. When a public right of way needs to be crossed, it will only need to be closed for a short period of time. When this happens, alternative routes will be suggested.	N

			On some public rights of way, a temporary diversion will be put in place enabling the general route to remain open throughout the construction period. The outline plan will be finalised in agreement with the relevant authorities before construction begins.	
ACR-17.	ACR02 - Support	Support for ACR-02 up to its connection with LACR01a.	No response required.	Y
ACR-18.	ACR02 - Support - Impacts	Support for ACR-02 on the grounds that its impacts are smaller than those of alternative routes.	No response required.	Y
ACR-19.	ACR02 - Support with caveat	Support for ACR-02 on the condition that LACR-01 is also adopted.	No response required.	Y
ACR-20.	ACR03 - Concern - Biodiversity	Concern that ACR-03 would affect an area of ancient woodland.	In this area, we proposed a trenchless crossing to pass underneath the ancient woodland without affecting it. However, with the selection of LACR-01, ACR-03 is no longer required, and will not be affected.	Y
ACR-21.	ACR03 - Concern - Community impacts	Comments of concern that ACR-03 would affect local communities, including businesses.	With the selection of LACR-01, ACR-03 is no longer required and so business and communities around Warningcamp will not be affected.	Y

ACR-22.	ACR03 - Concern - Cultural heritage	A comment expressing concern that the cable route would cross an area of Archaeological Notification in Warningcamp.	With the selection of LACR-01, ACR-03 is no longer required and so the Warningcamp Archaeological Notification Area will not be affected.	Y
ACR-23.	ACR03 - Concern - Property	A comment explaining that ACR-03 would have a detrimental impact on equestrian facilities that may render them unusable.	With the selection of LACR-01, ACR-03 is no longer required and so there will be no effect on these facilities.	Y
ACR-24.	ACR03 - Oppose - Archaeology	Comments pointing out that ACR-03 passes through an area of Archaeological Notification in Warningcamp.	With the selection of LACR-01, ACR-03 is no longer required and so the Warningcamp Archaeological Notification Area will not be affected.	Y
ACR-25.	ACR03 - Oppose - Prefer original route	A comment explaining that ACR-03 would have a greater impact on an area of private land and property than the original proposals.	With the selection of LACR-01, ACR-03 is no longer required and so the comparison between ACR-03 and the original proposals is moot.	Y

ACR-26.	ACR04 - Concern - PROW	Concern that ACR-04 would disturb public rights of way.	With the selection of LACR-01, ACR-04 is no longer required and so the public rights of way in this area will not be affected by construction works.	Y
ACR-27.	ACR04 - Concern - Rivers/streams/aquifers	Concern that ACR-04 is in close proximity to an aquifer and may have an effect on it.	With the selection of LACR-01, ACR-04 is no longer required and so the source protection zone would not be affected.	Y
ACR-28.	ACR04 - Support - Cheapest	An expression of support for ACR-04 on the basis that digging trenches through chalk is cheaper than other route options.	With the selection of LACR-01, ACR-04 is no longer required.	Y
ACR-29.	ACR04 - Support - Environment	An expression of support for ACR-04 on the basis that digging trenches through chalk is less harmful to the environment than alternative options.	With the selection of LACR-01, ACR-04 is no longer required.	Y
ACR-30.	ACR05 - Concern - Cultural heritage	Concern that ACR-05 would disturb the site of a historic leper settlement.	With the selection of LACR-01, ACR-05 is no longer required and so there is no effect on this historic site.	Y
ACR-31.	ACR06 - Concern - Biodiversity	A comment highlighting the ecological features	ACR-06 was proposed to avoid ecological features on the original route and is considered preferred for that	N

		in the area where ACR-06 would be situated, including ancient woodland, hedgerow, watercourses and plantation woodland, noting an uncertainty over whether the Applicant would be able to manage and retain reinstated woodland.	aspect. A trenchless crossing is preferred under Calcot Wood, so there will no need for reinstatement as no trees will be felled. The integrity of the nearby ancient woodland will be maintained by a stand-off distance from construction. Our arboricultural assessment, and mitigation methods to retain hedgerow, are set out in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	
ACR-32.	ACR06 - Concern - Cumulative	A comment setting out a range of different impacts that are linked to ACR-06, including impacts on landscapes and cultural heritage assets.	The potential to affect the setting of nearby listed buildings has been considered in the Environmental Statement (ES) Chapter 25: Historic environment, Volume 2 (APP REF: 6.2.25), and wider landscape impacts are considered in ES Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18). These are not considered significant in this location.	N
ACR-33.	ACR06 - Neutral - Heritage	A comment that although ACR-06 would bring the cable route closer to three heritage assets, effective mitigation would prevent the residual	Comment noted.	Y

		effects of its proximity from becoming significant.		
ACR-34.	ACR06 - Support - Common land	A comment in support of TC-14, which is a feature of ACR-06, on the basis that it would have a reduced impact on Horsebridge Common.	Comment noted.	Y
ACR-35.	ACR06 - Support - Landscape	A comment that ACR-06 could be less visually intrusive than alternative options because of its use of trenchless crossings.	Comment noted.	Y
ACR-36.	ACR07 - Neutral	A comment that although ACR-07 could potentially affect new people and receptors, these impacts should be controllable through effective mitigation and design.	The project has been designed to reduce impacts on the environment, with embedded mitigations recorded in the Commitments Register (APP REF: 7.22) in the Environment Statement.	N

ACR-37.	ACR07 - Oppose - Listed building	A statement of opposition to ACR-07 because of the PEIR's explanation that two listed buildings could be affected in terms of their setting.	The potential effect on Grade II listed Doves Cottage and Hollybush Cottage has been assessed as Not Significant owing to the temporary nature of the construction in Environmental Statement (ES) Chapter 25: Historic environment, Volume 2 (APP REF: 6.2.25).	N
ACR-38.	ACR07 - Oppose - Noise/vibration	An expression of concern for the potential noise and vibration impacts of ACR-07, including a suggestion that a property has already been affected by vibration from nearby construction works not linked to the proposals.	<p>ACR-07 was introduced to avoid conflicting land use and infrastructure in the vicinity which prevented use of the original route.</p> <p>The Environmental Assessment (ES) Chapter 21: Noise and vibration, Volume 2 (APP REF: 6.2.21) considers likely significant noise and vibration effects during construction and decommissioning of Rampion 2 from the following sources: construction of the onshore infrastructure (landfall, cable corridor and substation) and associated construction traffic, and during the decommissioning phase the removal of equipment and reinstating sites, including associated traffic. The assessment considers residential receptors (people in their homes including their gardens and shared community open spaces such as parks). A range of embedded environmental measures which relate to noise and vibration are embedded as part of the</p>	N

			Rampion 2 design to remove or reduce significant effects as far as possible. These include avoiding sensitive sites by the project footprint, implementing measures to minimise disturbance as part of an Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) and carrying out road conditions surveys before and during construction. No Significant Effects have been identified in relation to potential impacts of Rampion 2 on noise and vibration from onshore construction, and decommissioning.	
ACR-39.	ACR07 - Suggestion - Use previous cable route	A suggestion that an earlier iteration of Area 6C was further from Bines Green and less likely to impact the area and its wildlife.	ACR-07 was introduced to avoid infrastructure in the vicinity which prevented use of the original route. Potential effects on wildlife have been considered in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	N
ACR-40.	ACR07 - Support - Birds	Support for ACR-07 on the basis that it would be further from the River Adur and therefore less likely to affect waterfowl.	Comment noted.	N

6.8.10. Consultation

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
CON-01	Con - Concern - Already decided	Concerns that elements of the proposals for Rampion 2 or all of them have already been decided and that taking part in consultation may be futile.	<p>Our consultations have been designed for people and organisations to give us their views and contribute to the evolving design of the Rampion 2 Project.</p> <p>The Statutory Onshore Consultation arose as a direct result of feedback received from statutory organisations, landowners and local communities, who commented on our original proposed cable route during the Statutory Project-Wide Consultation July-Sept 2021. This feedback highlighted issues, concerns and constraints, which along with our engineering and environmental work, gave rise to a considerable number of alternative cable routes, modified routes, trenchless crossings and alternative accesses, all open for this Statutory Onshore Consultation.</p> <p>This consultation clearly stated that it does not include offshore elements which had already been reduced in scale (sea area and turbine numbers) for Development Consent Order (DCO) submission, following previous consultations. It also clearly stated that it does not include the onshore substation, which had been consulted upon on two previous occasions, first</p>	Y

			<p>during the non-statutory consultation when three substation site options were considered, and second, during the statutory project-wide consultation when two substation site options were still being considered. The feedback from the project-wide consultation had enabled a decision to be reached. The consultation responses which influenced these decisions and led to the onshore cable route alternatives and modifications being considered during this consultation, are all documented in the Consultation Report (APP REF: 5.1), which has been prepared in accordance with the requirements of the Planning Act (2008) and appropriate guidance. the Consultation Report also explains how feedback has been considered. The proposals have been developed and refined with an open mind to change and in expectation of scrutiny from the Planning Inspectorate and stakeholders. It is still possible to review and respond to the proposals via the Planning Inspectorate once the DCO application is submitted and accepted.</p>	
CON-02	Con - Concern - Change selection	Concerns that the way in which new route alternatives were determined was flawed,	Our consultations have been designed for people and organisations to give us their views and contribute to the evolving design of the Rampion 2 Project.	N

		<p>including suggestions the needs of influential or vocal stakeholders have been prioritised over other stakeholders, or that the main alternative routes have not been assessed on a 'like for like' basis.</p>	<p>The Statutory Onshore Consultation arose as a direct result of feedback received from statutory organisations, landowners and local communities, who commented on our original proposed cable route during the Statutory Project-Wide Consultation July-Sept 2021. This feedback highlighted issues, concerns and constraints, which along with our engineering and environmental work, gave rise to a considerable number of alternative cable routes, modified routes, trenchless crossings and alternative accesses, all open for this Statutory Onshore Consultation. This consultation clearly stated that it does not include offshore elements which had already been reduced in scale (sea area and turbine numbers) for Development Consent Order (DCO) submission, following previous consultations. It also clearly stated that it does not include the onshore substation, which had been consulted upon on two previous occasions, first during the non-statutory consultation when three substation site options were considered, and second, during the statutory project-wide consultation when two substation site options were still being considered. The feedback from</p>	
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			<p>the project-wide consultation had enabled a decision to be reached. The consultation responses which influenced these decisions and led to the onshore cable route alternatives and modifications being considered during this consultation, are all documented in the Consultation Report (APP REF: 5.1), which has been prepared in accordance with the requirements of the Planning Act (2008) and appropriate guidance. The Consultation Report also explains how feedback has been considered. The proposals have been developed and refined with an open mind to change and in expectation of scrutiny from the Planning Inspectorate and stakeholders. It is still possible to review and respond to the proposals via the Planning Inspectorate once the DCO application is submitted and accepted. Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) explains the alternatives considered through the Rampion 2 project evolution, including where engagement has led to the consideration of alternatives or a change to the cable route design. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the</p>	
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			cable route were considered and implemented where justified on environmental, land use and engineering grounds.	
CON-03	Con - Concern - Compulsory purchase	Concerns over the way in which affected landowners have been engaged with in respect of potential compulsory purchase of their land. There was a suggestion that the Applicant had pressurised landowners into selling land.	The Consultation Report (APP REF: 5.1) sets out the approach to engagement with landowners. The Book of Reference (APP REF: 4.3) details land ownership. We appointed Carter Jonas as our land agents for the Rampion 2 project. They carried out the Land Referencing and engagement process with all land and property owners potentially affected by the Project. The acquisition of land rights and associated restrictive covenants and arrangements for the temporary and permanent use of land will be pursued wherever possible and practicable by agreement with individual landowners and interested parties.	N
CON-04	Con - Concern - Duration	Suggestions that the consultation period should have been extended to make sure that all local people are aware of the proposals and able to respond.	Our Consultation period exceeded the statutory minimum of 28 days, running for over six weeks from 18 th October – 29 th November 2022. In advance of the launch of our consultation, an extensive publicity campaign was undertaken which included: Leaflets were posted on 14 th October and delivered by Royal Mail, to all	N

			<p>homes and businesses with 1km of the proposals;</p> <p>Posters were placed on community notice boards in the villages on the cable route and copies provided to parish council clerks to put up on any locked notice boards. WSCC kindly put them up on the locked Notice Boards on the Downs Link pathways;</p> <p>Section 48 Notices were placed in a publicly accessible position either at the side of a road or on a Public Right of Way in the vicinity of the proposals, with 20 being positioned approximately 2.5km apart along the cable route;</p> <p>Section 48 Notices were also published in the Isle of Wight Press, Mid Sussex Times, Sussex Express, The Argus (daily), West Sussex County Times, West Sussex Gazette, Fishing News, Lloyds List, London Gazette and The Guardian;</p> <p>Section 42 letters were issued to affected parties including all landowners on land covered by our proposals;</p> <p>Statutory Public Notices were placed in the Mid Sussex Times, West Sussex Gazette and West Sussex County Times;</p> <p>A social media awareness campaign ran on Facebook & Instagram;</p>	
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			<p>News coverage ran on ITV Meridian, BBC South TV, BBC Sussex Radio and More Radio with newspaper coverage in the Mid Sussex Times, West Sussex Gazette, West Sussex County Times and The Argus. Additional reminder stories were published in the press towards the end of the consultation;</p> <p>Emails were sent to MPs, local authorities, elected representatives, parish councils, Section 42 consultees, Rampion 2 Expert Topic Groups, Rampion 2 Project Liaison Groups, hard-to-reach groups and other stakeholders who had registered an interest to be kept informed.</p> <p>All the above included the dates of the consultation, although while the media stories highlighted the consultation launch, not all included the end date. The response figures, as detailed in the Consultation Report (APP REF: 5.1), indicate that there was a high public awareness of the consultation.</p>	
CON-05	Con - Concern - Engagement	A range of concerns over the Applicant's engagement with local communities and affected land interests, including suggestions that requests for	We appointed Carter Jonas as our land agents for the Rampion 2 Project. They contacted a number of landowners and occupiers to identify relevant land and property owners. Those who believed they had an interest in land or property that may be affected were invited to	N

		<p>environmental reports have not been met, that engagement with land owners has happened too late to influence the scheme proposals, and that owners of land who are not considered to be directly affected have been overlooked.</p>	<p>contact Carter Jonas, who would be in touch to discuss in more detail. Relevant landowners, lessees, tenants and occupiers identified by diligent enquiry have been notified about the proposed development and included in the consultation process. The Rampion 2 proposals were presented in virtual presentations and at public meetings to raise awareness of the project and invite feedback on cable routeing and constraints on any issues that stakeholders organisations, the local community and affected parties felt should be taken into account. Diligent enquiries were carried out to identify all persons with an interest in land within the Order Limits and with a potential claim. These parties were consulted in respect of the application and are detailed within the Book of Reference (APP REF: 4.3). Contact then continued as part of the consultation held during the development of the Rampion 2 proposals and continued throughout the pre-application process.</p>	
CON-06	Con - Concern - Events	<p>Concerns that there were not enough consultation events and that staff at an event were</p>	<p>Rampion 2 held four consultation events at different geographical locations along the cable route, from south to north, to ensure ease of access from across the local area. The events were spread out</p>	N

		<p>unhelpful or unsympathetic.</p>	<p>across a two-week period from 1-8pm with one event held on a Saturday: Arun Yacht Club, Littlehampton 2nd Nov Arundel Town Hall, Arundel 1st Nov Ashurst Village Hall, Ashurst 11th Nov Washington Village Memorial Hall, Washington 12th Nov 571 people attended the four events, which were all well-staffed with 8 or 9 project team staff and consultants attending each event, with a wealth of experience in listening to concerns. Many informative conversations were held. Other parish and public meetings were held where Rampion 2 presented and took questions, while a series of Project Liaison Group meetings were held. In total, Rampion 2 met with 842 people across the consultation duration with the vast majority of interactions being held face-to-face. A Virtual Public Forum was also held. An updated Statement of Community Consultation (SoCC) was consulted upon with local authorities in agreement with the approach being taken and with the planned events, communications and promotion activities. The Consultation Report (APP REF: 5.1) provides more information about the events.</p>	
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CON-07	Con - Concern - Feedback	<p>Suggestions that feedback provided at previous consultations has not been considered and acted upon, that bird survey data provided by a landowner has not been acted on, or that feedback to this consultation would be treated in a similar fashion.</p>	<p>The Statutory Onshore Consultation arose as a direct result of feedback received from statutory organisations, landowners and local communities, who commented on our original proposed cable route during the Statutory Project-Wide Consultation July-Sept 2021. This feedback highlighted issues, concerns and constraints, which along with our engineering and environmental work, gave rise to a considerable number of alternative cable routes, modified routes, trenchless crossings and alternative accesses, all open for this Statutory Onshore Consultation. The Consultation Report (APP REF: 5.1) sets out the successive phases of consultation responses and how we have taken it into account.</p> <p>The Consultation Booklet also included some references to issues and concerns raised in the previous consultation, which had led to proposed potential alternatives and modifications: https://rampion2.com/wp-content/uploads/2022/10/Consultation-2022-Booklet.pdf</p> <p>Survey data provided by third parties has been included in our environmental assessment, including bird surveys at</p>	Y
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			<p>appendix 22.2 of our Environmental Statement Terrestrial ecology desk study, Volume 4 (APP REF: 6.4.22.2). However, we do not mention individual names in order to protect privacy and accord with the Data Protection Act.</p>	
CON-08	Con - Concern - Materials	<p>Comments criticising the material produced for the consultation, including suggestions that maps did not provide recognisable landmarks or place names, that materials were too complicated and technical, and that important factors such as the impacts of construction compounds were not addressed.</p>	<p>The consultation materials for the Statutory Onshore Consultation were set out on rampion2.com in accordance with the Statement of Community Consultation (SoCC), in much the same format as for the Statutory Project-Wide Consultation, to help with familiarity, access and navigation.</p> <p>The six navigation buttons on the consultation home page had largely the same headings, signposting to materials and information regarding:</p> <p>Consultation Proposals (see next para.)</p> <p>Consultation Events (listing four face-to-face events & a virtual online event)</p> <p>What we've now fixed (offshore elements and onshore substation)</p> <p>About the consent process (Fact sheet)</p> <p>Contact us (contact details)</p> <p>Other information (re the construction and reinstatement from Rampion)</p> <p>Consultation proposals webpage</p>	Y

			<p>To enable easy access to the consultation proposals across a 40km cable route, the Applicant created an interactive map at the top of the webpage, allowing the visitor to select cable route areas from 1 – 7 to investigate the area most local to, or of most interest to them. The 7 areas are also recognisable via geographical references and place names. Upon clicking a cable route area, it was then broken down further into smaller sections e.g. a) b) c) etc, again easily identifiable via geographical references and place names.</p> <p>Once the visitor had identified the specific cable route section of most interest to them, e.g. 6c, they could view a large-scale map of a very local area, with labels identifying the proposals in that area. Immediately beneath the map was accompanying text corresponding with the labels on the map, to describe the proposals further.</p> <p>In accordance with the SoCC, a PDF of the Consultation Proposals in the form of a single Consultation Booklet, was available for download.</p> <p>The more technical documentation such as the Preliminary Environmental Information Report (PEIR), Preliminary Environmental Information Report</p>	
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			<p>Supplementary Information Report (PEIR SIR) and the Outline Code of Construction Practice were made available but were located further down the Consultation Proposals webpage, coming after the easily accessible interactive map and PDF of the Consultation Booklet.</p> <p>The consultation exhibitions and virtual online event also offered a range of opportunities to meet the team and seek any clarifications, while the Contact Us button on the website provided numerous methods to contact the team via a web form, email address, postal address or Freephone number.</p> <p>Construction compounds were not consulted upon in the Statutory Onshore Consultation as there were no proposed alternatives or modifications being presented.</p>	
CON-09	Con - Concern - Notification/Publicity	<p>Criticisms of the way in which local people were notified of the consultation, including suggestions that specified postcode areas or villages such as Cowfold did not receive letters or leaflets, that leaflets</p>	<p>Our Consultation period exceeded the statutory minimum of 28 days, running for over six weeks from 18th October – 29th November 2022. In advance of the launch of our consultation, an extensive publicity campaign was undertaken which included:</p> <p>Leaflets were posted on 14th October and delivered by Royal Mail, to all homes and businesses with 1km of the proposals;</p>	N

		<p>arrived well into the consultation period, and that people only found out about the consultation through word of mouth. Some comments suggest that the apparently poor level of notification was a deliberate ploy to minimise negative feedback to the consultation.</p>	<p>Posters were placed on community notice boards in the villages on the cable route and copies provided to parish council clerks to put up on any locked notice boards. WSCC kindly put them up on the locked Notice Boards on the Downs Link pathways;</p> <p>Section 48 Notices were placed in a publicly accessible position either at the side of a road or on a Public Right of Way in the vicinity of the proposals, with 20 being positioned approximately 2.5km apart along the cable route;</p> <p>Section 48 Notices were also published in the Isle of Wight Press, Mid Sussex Times, Sussex Express, The Argus (daily), West Sussex County Times, West Sussex Gazette, Fishing News, Lloyds List, London Gazette and The Guardian;</p> <p>Section 42 letters were issued to affected parties including all landowners on land covered by our proposals;</p> <p>Statutory Public Notices were placed in the Mid Sussex Times, West Sussex Gazette and West Sussex County Times;</p> <p>A social media awareness campaign ran on Facebook & Instagram;</p> <p>News coverage ran on ITV Meridian, BBC South TV, BBC Sussex Radio and More Radio with newspaper coverage in</p>	
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			<p>the Mid Sussex Times, West Sussex Gazette, West Sussex County Times and The Argus. Additional reminder stories were published in the press towards the end of the consultation; Emails were sent to MPs, local authorities, elected representatives, parish councils, Section 42 consultees, Rampion 2 Expert Topic Groups, Rampion 2 Project Liaison Groups, hard-to-reach groups and other stakeholders who had registered an interest to be kept informed.</p> <p>Social media posts were placed on community facebook pages and artwork provided to Parish Councils to share on their social media and websites.</p> <p>All the above included the dates of the consultation, although while the media stories highlighted the consultation launch, not all included the end date.</p> <p>The response figures, as detailed in the Consultation Report (APP REF: 5.1), indicate that there was a high public awareness of the consultation.</p> <p>All the above included the dates of the consultation, although while the media stories highlighted the consultation launch, not all included the end date.</p>	
CON-10	Con - Concern - PEIR/Assessments	Criticisms of the Preliminary Environmental	Drainage is dealt with in the Environmental Statement (ES) Chapter 20: Soils and Agriculture, Volume 2	N

		<p>Report Supplementary Information Report or of environmental information in the consultation more generally. Some comments suggest that there was not enough information to provide an informed response on proposals for landscaping or drainage. Another considers the PEIR SIR to be flawed in its consideration of impacts on the South Downs National Park, and another that it failed to properly assess alternative route options.</p>	<p>(APP REF: 6.2.20) and in the Outline Code of Construction Practice (APP REF: 7.2) and associated Soils Management Plan (APP REF: 7.4). Particular care will be taken to ensure that the existing land drainage regime is not compromised as a result of construction. A specialist drainage contractor / consultant will be engaged prior to construction to develop the pre- and post-construction drainage plan on agricultural land. Land drainage systems will be maintained during construction and reinstated on completion. ES Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) explains the alternatives considered through the Rampion 2 project evolution, including where engagement has led to the consideration of alternatives or a change to the cable route design. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds.</p>	
CON-11	Con - Concern - Route-wide Stat Con	<p>Comments of concern addressing the initial statutory consultation that included both the offshore wind farm</p>	<p>The Statutory Project-Wide Consultation held July-September 2021 was carried out in accordance with the Statement of Community Consultation (SoCC) published in June 2021, which was agreed with relevant local authorities.</p>	N

		<p>component and an earlier onshore cable route. Some comments suggest that the original consultation is invalid because of issues around the notification of local residents, and another argues that it is unreasonable to consult on a revised cable route without also consulting again on the offshore component.</p>	<p>However, following feedback and after further review, the Applicant became aware that while all other aspects of the promotional activity had been carried out successfully, there were some coastal residents who did not receive consultation leaflets as intended. As this was a commitment from the Applicant in the SoCC, a leaflet was sent directly to all those addresses which were omitted, to provide an additional opportunity for those individuals to have their say on the draft proposals, between 3rd February and 11th April 2022. The consultation documents that were available July-September 2021 were not changed. The Statutory Onshore Consultation arose as a direct result of feedback received from statutory organisations, landowners and local communities, who commented on our original proposed cable route during the Statutory Project-Wide Consultation July-Sept 2021. The Consultation Report (APP REF: 5.1) explains how the feedback was considered. This feedback highlighted issues, concerns and constraints, which along with our engineering and environmental work, gave rise to a considerable number of alternative cable routes, modified routes, trenchless</p>	
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			<p>crossings and alternative accesses, all open for this Statutory Onshore Consultation.</p> <p>This consultation did not need to revisit the offshore elements or onshore substation, as the Applicant did not introduce any new proposals to present and consult upon.</p>	
CON-12	Con - Concern - Stress/Health	A comment explaining that the consultation process has caused stress to a consultee, which has exacerbated existing health problems.	Comment noted – whilst we are sorry to hear this, we are unable to comment on individual’s circumstances.	N
CON-13	Con - Concern - Telephone	A comment complaining that a telephone service advertised on consultation material was unhelpful because the call centre team were unaware of its purpose.	<p>The Freephone number is a first port of call for Rampion 2 enquiries. A professional call centre managed by Norango records the key issue or concern from the caller and takes down a phone number and/or email address from the caller, which is then forwarded to the Rampion 2 Team. The call centre is made aware of consultations but they do not work on the Rampion 2 Project and their role is to record and forward enquiries.</p> <p>The Rampion 2 Team responds to the caller on their chosen method of communication</p>	N

CON-14	Con - Suggestion/Query - Engagement	<p>Suggestions or queries around the Applicant's engagement with affected parties, including suggestions to improve engagement with directly affected landowners, to respond to invitations for closer engagement, and a query over how residents of Area 7 were engaged.</p>	<p>Rampion 2 appointed Carter Jonas as land agents for the Rampion 2 Project. They contacted a number of landowners and occupiers to identify relevant land and property owners. Those who believed they had an interest in land or property that may be affected were invited to contact Carter Jonas, who would be in touch to discuss in more detail.</p> <p>Relevant landowners, lessees, tenants and occupiers identified by diligent enquiry have been notified about the proposed development and included in the consultation process. The Rampion 2 proposals were presented in virtual presentations and at public meetings to raise awareness of the project and invite feedback on cable routing and constraints on any issues that affected parties felt should be taken into account. Diligent enquiries were carried out to identify all persons with an interest in land within the Order Limits and with a potential claim. These parties were consulted in respect of the application and are detailed within the Book of Reference (APP REF: 4.3). Contact then continued as part of the consultation held during the development of the Rampion 2</p>	N
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			proposals and continued throughout the pre-application process.	
CON-15	Con - Suggestion/Query - Fund legal advice	A suggestion that the Applicant should reimburse the costs incurred by anyone dealing with legal issues arising from the installation of the cable route.	It is recommended that persons whose land or business interests are affected by the project to take professional advice in relation to the negotiation of land rights sought, but it is not essential, and the applicant is happy to negotiate with the landowner where requested. Rampion Extension Development (RED) will pay the reasonable fees incurred in negotiating terms and concluding agreements. Please visit RICS website https://www.rics.org/networking/find-a-member for a list of valuers if required.	N
CON-16	Con - Suggestion/Query - Listen to feedback	Requests that feedback provided by consultees at an earlier stage in the development of the plans or as part of this consultation should be acted on and reported back to them.	The Statutory Onshore Consultation arose as a direct result of feedback received from statutory organisations, landowners and local communities, who commented on our original proposed cable route during the Statutory Project-Wide Consultation July-Sept 2021. This feedback highlighted issues, concerns and constraints, which along with our engineering and environmental work, gave rise to a considerable number of alternative cable routes, modified routes, trenchless crossings and alternative accesses, all open for this Statutory Onshore Consultation. The Applicant produced a Feedback Report from the Statutory Project-Wide	Y

			<p>Consultation here https://rampion2.com/wp-content/uploads/2022/10/Rampion-2_First-Consultation-Round-Feedback-Report-final.pdf, which was published at rampion2.com as part of the consultation documentation for the Statutory Onshore Consultation. The Consultation Booklet also included some references to issues and concerns raised in the previous consultation, which had led to proposed potential alternatives and modifications: https://rampion2.com/wp-content/uploads/2022/10/Consultation-2022-Booklet.pdf</p> <p>The Consultation Report (APP REF: 5.1) further demonstrates the Applicant's commitment to understanding the range of issues raised in previous consultations and how they have taken it into account.</p>	
CON-17	Con - Suggestion/Query - Materials	Suggestions to improve consultation materials, including the production of images depicting the offshore windfarm as viewed	The Applicant welcomes any feedback regarding improvements which can be made to consultation materials, as they have other projects in the UK and Rampion 2 will continue to publish communications materials during examination and in the event of consent	N

		from Littlehampton and Climping Beach.	award, during construction and operations. On the specific recommendation to produce images depicting Rampion 2 as viewed from coastal locations, this was a Statutory Onshore Consultation and there were no new offshore proposals to present and consult upon. However, during the Statutory Project-Wide Consultation, the Applicant produced a wireline and visualisation as seen in: Preliminary Environmental Information Report Chapter 16: Seascape, Landcape and visual impact assessment, Figure 16.36a-i Viewpoint 11 - Littlehampton sea front promenade.	
CON-18	Con - Suggestion/Query - Request for information	Requests for further information on matters explored at the consultation. Includes a request to publish more information on the anticipated demand and supply volumes from Rampion 2, including references to claims apparently made by RWE at events or in media statements.	Consultations are informed by Preliminary Environmental Information, which is sufficient to develop a view on the likely significant effects of the proposal, but will not contain all of the information now available in the Environmental Statement. The Applicant frequently publishes information on the anticipated supply from Rampion 2 in media releases, on the project website, in consultation materials, exhibition boards and presentations etc. The Applicant uses a recognised industry-wide formula for calculating the annual equivalent number of homes that	N

			<p>could be powered by the project. This is the kilowatt (kW) capacity x generic capacity factor for offshore wind (0.39) x hours in a year (8760), all divided by average annual household consumption in the UK.</p> <p>In terms of demand, the Applicant communicates that the electricity generated feeds into the National Grid system and is therefore distributed to where there is demand. Given the power is connected in Sussex which is a high demand centre for electricity, it is likely that much of the electricity generated by Rampion 2 will be consumed across a broad area covering Sussex. It's impossible to track electrons but the grid ensures the energy is not wasted, so on occasions when local demands is low and the wind farm is operating at peak, the power may be used further afield.</p> <p>The Applicant has listened to the suggestion and will make the message regarding demand more prominent in their communications.</p>	
CON-19	Con - Suggestion/Query - Request to meet	Requests for the Applicant to meet with specified parties to address their concerns or suggestions.	Rampion 2 held four consultation events at different geographical locations along the cable route, from south to north, to ensure ease of access from across the local area. The events were spread out	Y

			<p>across a two-week period from 1-8pm with one event held on a Saturday: Arun Yacht Club, Littlehampton 2nd Nov Arundel Town Hall, Arundel 1st Nov Ashurst Village Hall, Ashurst 11th Nov Washington Village Memorial Hall, Washington 12th Nov 571 people attended the four events, which were all well-staffed with 8 or 9 project team staff and consultants attending each event, with a wealth of experience in listening to concerns. Many informative conversations were held.</p> <p>Other parish and public meetings were held where Rampion 2 presented and took questions, while a series of Project Liaison Group meetings were held. In total, Rampion 2 met with 842 people across the consultation duration with the vast majority of interactions being held face-to-face. A Virtual Public Forum was also held.</p> <p>An updated Statement of Community Consultation (SoCC) was consulted upon with local authorities in agreement with the approach being taken and with the planned events, communications and promotion activities.</p> <p>The Consultation Report (APP REF: 5.1) provides more information about the events.</p>	
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			<p>The Applicant regularly meets with local authorities, its Expert Topic Groups and Project Liaison Groups, landowners, parish councils, fishers, other community groups and local residents. They will continue to meet and correspond with a high volume of interested parties through examination and subject to consent, right into construction and operation.</p>	
CON-20	Con - Suggestion/Query - Visitor centre	<p>Suggestions around the potential for a Rampion 2 visitor centre, including its use as a hub to sell tickets for boat tours of the wind farm.</p>	<p>The operational Rampion Visitor Centre on Brighton seafront is free for all. This includes a programme of engagement with Sussex schools to ensure all school children will be given the opportunity to visit the Rampion Visitor Centre, raising awareness of the history of electricity, climate change and wind energy technology, while telling the story of Rampion in development, construction and operation. The Applicant welcomes the suggestion but it's too early to say whether there will be a Rampion 2 Visitor Centre or an updated Rampion Visitor Centre, as it is unrelated to the Development Consent Order application.</p> <p>Neither Rampion or Rampion 2 offer free boat tours as it is not the Applicant's area of expertise, besides local charter boat businesses already offer trips to see the wind farm and the</p>	N

			Applicant supports the local economic benefits this brings.	
CON-21	Con - Support - Engagement/Involvement	Praise for the efforts made to engage local people.	No response required.	N
CON-22	Con - Support - Events	Comments of support for consultation events held on the proposals, including the attitude and knowledge of staff.	No response required.	N
CON-23	Con - Support - Feedback	Comments praising the way in which feedback has been acted on, including feedback provided through ongoing engagement with technical stakeholders.	No response required.	N
CON-24	Con - Support - Materials	A comment in support of the materials produced for consultation.	No response required.	N
CON-25	Con - Support - Process	Comments in support of the consultation process in general.	No response required.	N

6.8.11. **Crosscutting**

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
CROSS-01.	Crosscutting - Support - Combine with A27 project	A suggestion that the proposals could be integrated with the nearby A27 extension works.	<p>It is not possible to combine this proposal with the A27 project as they will have different construction schedules.</p> <p>However, the project will have due regard to the A27 works to help minimise any disruption to local residents.</p>	N
CROSS-02.	Crosscutting - Concern - ACR impacts	A comment noting that the Alternative Cable Routes would lead to an increase in environmental impacts, even taking into account embedded mitigation.	<p>The cable has been routed to balance making it as short as possible and minimising disruption by considering proximity to residential properties and its impact on sensitive features. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route have been implemented where justified on environmental, land use and engineering grounds.</p> <p>LACR-01A has been chosen over the other alternative routes as the route which offers the lowest overall impact.</p>	N
CROSS-03.	Crosscutting - Concern - AQ	A concern that HGV construction vehicles must not be	Environmental Statement (ES) Chapter 19: Air Quality, Volume 2 (APP REF: 6.2.19) presents the results of the	N

		<p>allowed to impact an Air Quality Action zone outside of the draft Order Limits.</p>	<p>assessment of the likely significant effects of Rampion 2 with respect to air quality. The chapter considers the air quality effects during construction, operation and maintenance and decommissioning phases where appropriate.</p> <p>A range of environmental measures which relate to air quality are embedded as part of the Rampion 2 design to remove or reduce significant environmental impacts. These include avoiding sensitive receptors such as houses by the project footprint and implementation of best practice air quality management measures which will be included within the Code of Construction Practice (CoCP) and will be requirements of the DCO. An Outline Construction Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted which sets out how impact from construction will be mitigated. The Based on the proposed location of the onshore substation and routing of the onshore temporary cable corridor, plus the incorporation of appropriate embedded environmental measures such as the CoCP. No Significant Effects have been identified in relation to potential impact of Rampion 2.</p>	
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CROSS-04.	Crosscutting - Concern - Archaeological assessments	A comment criticising the way in which archaeological assessments have been carried out, on the basis that they rely on desk-based assessment rather than field evaluation.	Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25) sets out how the assessment has considered the likely significant effects of the Proposed Development on historic environment, including designated and non-designated heritage assets. The chapter presents the results of the assessment of the likely significant effects of Rampion 2, with respect to historic environment, including terrestrial archaeology, historic buildings/ structures, and historic landscapes.	N
CROSS-05.	Crosscutting - Concern - Archaeology	Comments that cable routes across the high Downland plateau poses a threat to archaeological remains, and that the two LACR would increase overall land take and therefore any potential archaeological disturbance. One comment suggests that a commitment made in the Applicant's	Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25) sets out how the assessment has considered the likely significant effects of the Proposed Development on historic environment, including designated and non-designated heritage assets. The chapter presents the results of the assessment of the likely significant effects of Rampion 2, with respect to historic environment, including terrestrial archaeology, historic buildings/ structures, and historic landscapes.	Y

		commitment register to address archaeological impacts is insufficient.		
CROSS-06.	Crosscutting - Concern - Birds	<p>Comments drawing attention to the potential impacts of the proposals on birds, including a concern that the onshore cable routes have the potential to harm birds by impacting on nesting and feeding grounds.</p> <p>Another comment sets out the range of bird species that live in or visit the site of the Peppering Project, and the different ways in which the proposals would affect them.</p>	<p>Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) identifies and assesses the likely significant environmental effects, which included consideration of the impacts to wildlife habitats and nature reserves.</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been prepared to secure the embedded environmental measures that will apply to all activities associated with the construction of the onshore elements of the Proposed Development. The OCoCP details that where vegetation removal is necessary, it will be scheduled over winter to avoid bird breeding season.</p>	Y
CROSS-07.	Crosscutting - Concern - Communities/Infrastructure	Comments that the onshore routes would cause disruption to the communities they	Construction activity will be planned to minimise disruption to residents and businesses in the local area. An Outline Code of Construction Practice (APP REF: 7.2) has been submitted in support	N

		pass through or close to, including references to noise and traffic.	<p>of the application, which details various commitments designed to reduce the impact of the proposed construction works.</p> <p>A final Code of Construction Practice will need to be agreed for each construction stage with the relevant authorities before work can begin.</p> <p>With regard to traffic and transport, an Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been developed in consultation with West Sussex County Council which sets out the approach to managing and minimising the impact of the construction traffic on the transport network.</p>	
CROSS-08.	Crosscutting - Concern - Economic impacts	Comment predicting negative economic impacts of the proposals, both at a regional and individual level.	Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as	N

			<p>disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - 	
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			<p>compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers <p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers <p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers</p>	
CROSS-09.	Crosscutting - Concern - Environment/Wildlife	Comments criticising impacts of the proposals in general on the natural environment, including specific references to features such as woodland and hedgerow as well as	<p>Significant mitigation has been committed to in order to reduce the potential impact to the environment. The route has been carefully picked to avoid woodland wherever possible.</p> <p>Where a woodland has to be crossed, trenchless crossing technology has been chosen so that no trees will need to be felled.</p>	<p>Y</p> <p>Mitigation including trenchless crossings for woodland area.</p>

		animals such as insects, bats, owls and hedgehogs.	It has been decided to use a 'notched' approach for crossing hedgerows which will generally reduce the working width from 40m to 16m when the cable is installed across a hedgerow. Once construction is complete, all land on the cable route will be reinstated to its previous use.	
CROSS-10.	Crosscutting - Concern - Environmental Assessment	Comments highlighting perceived flaws or oversights in the Applicant's environmental assessments, including a suggestion that marine wildlife assessments have missed certain data sources, and another that migrating non-seabirds have not been considered. Another comment addresses the incompleteness of the PEIR and its reliance on	Preliminary Environmental Information has been presented at consultation in accordance with legislation. It is common for the PEIR to be informed by a mixture of site surveys and desk study at this stage. Further site environmental surveys have since been undertaken, in line with the requirements of the scoping report and the evidence plan process, to inform a robust Environment Statement from which the environmental impacts can be assessed.	N

		provisional information and conditional solutions to impacts, and others assert that important wildlife sites have not been visited by the project team.		
CROSS-11.	Crosscutting - Concern - Fishing	A concern that local fishing communities may be affected by the proposals.	<p>Potential impacts from the construction, operation and maintenance and decommissioning of Rampion 2 on commercial fisheries was assessed in Environmental Statement (ES) Chapter 10: Commercial fisheries, Volume 2 (APP REF: 6.2.10), which concluded no significant effects on commercial fisheries following the implementation of proposed mitigation measures.</p> <p>Consultation with representatives of the fishing industry has commenced and is ongoing. The Project has met with the National Federation of Fishermen's Organisations, Sussex Inshore Fisheries and Conservation Authority, Brighton and Newhaven Fish Sales & Leach Fishing, FROM Nord, and the Fisheries Working Group. Full details of the commercial fisheries stakeholder engagement can be found in section</p>	Y Following consultation responses, the original project area has been significantly reduced, most notably the area to the east of the Rampion 1 offshore wind farm.

			<p>10.3 of ES Chapter 10: Commercial fisheries, Volume 2 (APP REF: 6.2.10).</p> <p>As a result of concerns raised in the Scoping Report consultation responses, the Zone 6 area closest to the fishing grounds near Shoreham (the area to the east of the Rampion 1) was significantly reduced.</p> <p>RED has prepared an Outline Fisheries Liaison and Co-existence Plan (APP REF: 7.19) which confirms the approach to ongoing liaison with the fishing industry. The Plan will explore options to encourage co-existence and further mitigate any significant effects upon fisheries. The Plan will be finalised post-consent. During the construction of the project, a Fisheries Liaison Officer will be employed to engage with the fishing community.</p>	
CROSS-12.	Crosscutting - Concern - Further expansion	A concern that more cables may be required in the future and a suggestion on that basis that they should be located as far as possible from residential properties.	The proposal covers all of the infrastructure necessary for the Rampion 2 offshore wind farm only. The route has been carefully selected to avoid residential properties where possible.	N

CROSS-13.	Crosscutting - Concern - Health/Mental health/Quality of life	A comment that the cable routes would lead to mental ill health and a diminishment in the quality of life for those nearby.	<p>The Environmental Statement contains a chapter on Population and Human Health which takes account of physical and mental health. It concludes that further to the use of embedded mitigation measures such as measures to contain spillages and hazardous materials, limitation of construction working hours where possible and the use of acoustic barriers there are no expected significant effects as a result of the construction and operation of Rampion 2.</p> <p>An Outline Code of Construction Practice (APP REF: 7.2) has been submitted in support of the application, which details various commitments designed to reduce the impact of the proposed construction works. A final Code of Construction Practice will need to be agreed for each construction stage with the relevant authorities before work can begin.</p>	N
CROSS-14.	Crosscutting - Concern - Kelp	Comments addressing the Sussex Kelp Restoration Project and expressing an expectation that the proposals should not affect them.	The offshore export cable route will be relatively narrow through the area being used for Sussex Kelp Restoration Project helping reduce impact.	N

CROSS-15.	Crosscutting - Concern - Land management	A query regarding the Outline Landscape and Ecology Management Plan (as referred to in the Commitments Register provided as an appendix to the PEIR SIR) and its relationship to Biodiversity Net Gain.	The Outline Landscape and Ecology Management Plan (APP REF: 7.10) has been prepared by the Project to provide the measures with regards to landscaping and habitat creation, reinstatement and monitoring and management of these measures. Habitat creation within the Outline Landscape and Ecology Management Plan refers to two locations only; the onshore substation at Oakendene and National Grid Bolney substation extension works. Additional habitats will be created and enhanced elsewhere within the local area; however, these will be delivered through the approach to Biodiversity Net Gain. More information can be found on Biodiversity Net Gain in Environmental Statement (ES) Appendix 22.15: Biodiversity Net Gain Information, Volume 4 (APP REF: 6.4.22.15).	N
CROSS-16.	Crosscutting - Concern - Landfall	Comments opposing the landfall site of the cable at Climping, on the basis of unacceptable environmental impacts.	The Sussex coastline has been significantly developed, limiting the choice of where the export cables can be technically landed. Climping was chosen against other landfall sites in combination the need to identify an onshore cable route to reach the grid connection point at Bolney. The ES provides an assessment of the potential environmental impacts	N

			covering the land fall at Climping which will be considered as part of the consenting process.	
CROSS-17.	Crosscutting - Concern - Landscape	A comment that permanent features required to be built at points of the cable route could lead to long term landscape impacts, subject to ongoing discussions over potential mitigation plans.	<p>The proposal is for buried cables so once construction works and the associated reinstatement have been completed, the infrastructure will not be visible. The only aspects of the onshore cable infrastructure which will be located at ground level will be the link boxes. These will be located approximately every 650m – 900m and will take the form of manhole covers.</p> <p>Monitoring and maintenance of the reinstatement works will take place for up to 10 years after constructions works have completed to help establish new planting.</p>	N
CROSS-18.	Crosscutting - Concern - Mitigation	Expressions of concern over the plans to mitigate environmental impacts of the proposals, including references to what are considered to be inadequate mitigation measures used for Rampion 1, or the conditional nature of statements	Planning mitigation measures are listed in the Commitments Register (APP REF: 7.22), which are subsequently secured through DCO requirements. This means that local authorities will be able to enforce compliance if mitigation is not delivered. The proposals for mitigation have been discussed with local authorities and statutory environmental bodies through the evidence plan process, reported in the Evidence Plan Process Report (APP REF: 7.21).	N

		<p>made about potential mitigation measures for Rampion 2.</p> <p>Another comment is concerned that hedges temporarily removed and stored before reinstatement should be appropriately watered, and another focuses on planned mitigation of bird impacts.</p>	<p>Hedgerow translocation is included as a best practice measure that the project will seek to implement where possible (C-115). However, it is acknowledged that not all plants will survive this process, and so the assessment of worse case impacts within Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22) has assumed failure. In this case, even dead plants will provide a woody matrix for other plants to grow in to, and reinstate the habitat function of the hedge for other species.</p>	
CROSS-19.	Crosscutting - Concern - Net gain	<p>A statement that Biodiversity Net Gain, although not a strict requirement for the proposals, should be pursued.</p>	<p>As detailed in Environmental Statement (ES) Appendix 22.15: Biodiversity Net Gain Information (APP REF: 6.4.22.15), Rampion Extension Development Limited (RED) has made a commitment for the Rampion 2 Offshore Wind Farm to deliver Biodiversity Net Gain of at least 10% for all onshore and intertidal (above the low water mark) habitats subject to permanent or temporary losses as a result of the construction and operation of the Project. Biodiversity Net Gain is measured using Natural England's Biodiversity Metric 4.0.</p>	Y

			The biodiversity net gain information document describes the methods and results of the analysis using the metric, the assumptions used to define a realistic worst-case scenario, the approach to refining BNG calculations at the detailed design stage, approach to delivering newly created and enhanced habitats to meet the target and how these will be secured for a period of at least 30 years.	
CROSS-20.	Crosscutting - Concern - Ownership/profits	Comments suggesting that the proposals are driven by a desire for profits and that these profits are too great.	Current government policy supports the development of up to 50GW of offshore wind in the UK by 2030 against a current operational capacity of just under 14GW.	N
CROSS-21.	Crosscutting - Concern - Peppering	Comments that any route option that negatively affects the Peppering Conservation Project is unacceptable, including the original onshore cable route, ACR-04 and ACR-05.	The final cable route chosen passes to the east of the Peppering Project.	Y Cable route avoids the Peppering Project.
CROSS-22.	Crosscutting - Concern - Rampion 1 restoration	Comments addressing the construction of	Rampion 1 had limited working hours agreed, which could only be extended with the express approval of the relevant	N

		Rampion 1 and the reinstatement of land, including concerns over working hours extending beyond the stated limits, roads not being properly maintained or restored, and unsatisfactory replanting.	<p>local authorities. Rampion 1 agreed to fund any necessary repairs to the roads caused by the project, with these implemented by the relevant authorities in alignment with what was agreed.</p> <p>All reinstatement work has been completed on the project. The reinstatement work has and will continue to be monitored and maintained over an agreed 10 year period which started in 2019 to aid the new planting to become established.</p>	
CROSS-23.	Crosscutting - Concern - Soil/Geology	A concern that the proposals will disturb soil strata that has been undisturbed for centuries.	<p>A range of environmental measures which relate to soils and agriculture are embedded as part of the Rampion 2 design to remove or reduce significant environmental effects as far as possible. These include:</p> <p>Reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines, Storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction.</p>	N
CROSS-24.	Crosscutting - Concern - Windfarm	Comments expressing concern over the offshore windfarm, referring to noise levels, visual intrusion and	Rampion 2 is being proposed as it is a good location for an offshore wind farm. The planning process will determine whether the project is acceptable, which will include consideration of noise levels, visual	N

		other environmental impacts.	intrusion amongst other potential environmental impacts.	
CROSS-25.	Crosscutting - Oppose - Cumulative impacts	Comments suggesting that the proposals would lead to multiple environmental impacts and drawing attention to the cumulative effect of these.	Rampion 2 is being proposed as it is a good location for an offshore wind farm. The planning process will determine whether the project is acceptable, which will include consideration of noise levels, visual intrusion amongst other potential environmental impacts.	N
CROSS-26.	Crosscutting - Oppose - Greenwashing	Assertions that the 'green' credentials of the proposals are overstated or false, owing to the perceived environmental impacts of their construction and operation.	Once operational, the Rampion 2 project will generate low carbon electricity for the UK, helping to reduce the UK's reliance on importing energy.	N
CROSS-27.	Crosscutting - Oppose - Lack of suitable wind conditions	Comments arguing that wind levels are insufficient to justify Rampion 2, including a reference to the energy generation of Rampion 1 and an assertion that reliance on windfarms could	The wind resource levels at Rampion 2 are suitable for a commercial scale offshore wind farm, demonstrated by the operation of Rampion 1.	N

		lead to energy blackouts.		
CROSS-28.	Crosscutting - Oppose - Need case	Comments opposed to the need for Rampion 2, including references to environmental impacts or to the perceived inefficiency of windfarms.	Current government policy supports the development of up to 50GW of offshore wind in the UK by 2030 against a current operational capacity of just under 14GW.	N
CROSS-29.	Crosscutting - Oppose - Relocate project elsewhere	Comments arguing that the proposed site of Rampion 2 is inappropriate and should be relocated, including suggestions that wind conditions are unfavourable, that the visual intrusion of the windfarms is unsuitable for a tourist region, or that it would impact migratory birds. Some refer to Government guidelines which, it is argued, indicate that the proposed wind farm is	The wind resource levels at Rampion 2 are suitable for a commercial scale offshore wind farm, demonstrated by the operation of Rampion 1. Rampion 2 is being proposed as it is a good location for an offshore wind farm. The planning process will determine whether the project is acceptable. The environmental impact assessment (“EIA”) completed for the project was fully scoped in consultation with the statutory authorities at the start of the process, in line with good practice. This included consideration of visual impact.	N

		inappropriate for a site less than 25 miles from shore.		
CROSS-30.	Crosscutting - Oppose - Route	Comments stating opposition to the onshore route in totality, in some cases indicating that better alternatives have been dismissed and in others including the original onshore cable route as well.	The cable has been routed to balance making it as short as possible and minimising disruption by considering proximity to residential properties and its impact on sensitive features. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds.	N
CROSS-31.	Crosscutting - Oppose - South Downs	A comment opposed to any route that affects the South Downs National Park.	A variety of route options were considered to connect the project to the National Grid, described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). As the project is in the English Channel, south of the Downs, and the transmission network is north of the Downs, there were no viable options which did not cross the National Park. ES Chapter 18: Landscape and Visual impact, Volume 2 (APP REF: 6.2.18) details the effects on the South Downs National Park. The assessment of the SDNP has drawn from both the landscape and the visual assessment as	N

			<p>well as further assessment of the likely effects of the onshore elements of the Proposed Development on the special qualities of the SDNP and its setting and integrity. It is likely that during the construction period there will be a significant effect on two of the seven special qualities of the SDNP. These include the “Diverse, inspirational landscapes and breathtaking views”, and “Tranquil and unspoilt places”. There would be no effect on the South Downs International Dark Sky Reserve or ‘dark skies’ within the SDNP due to the environmental measures within the Commitments Register (APP REF: 7.22) (C-22, C-66, and C-200).</p> <p>In some cases, affecting long range 360° views from hill tops, the effects will be cumulative with other whole Proposed Development effects, namely the offshore wind turbines as assessed in ES Chapter 15: Seascape, landscape and visual impact assessment, Volume 2 (APP REF: 6.2.15).</p> <p>Because of the short duration of these residual effects, occurring in discrete sections and their largely reversible nature (the onshore cable corridor will be reinstated and vegetation re-planted) the integrity of this part of the SDNP will not be significantly affected by the</p>	
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			<p>landscape and visual effects during the construction phase.</p> <p>During the operation and maintenance phase, the effects on the SDNP will reduce and considering the replacement planting and its maintenance for 10 years as set out in the Outline Landscape and Ecology Management Plan (APP REF: 7.10); there will be no remaining significant effects resulting from the onshore elements of the Proposed Development on the SDNP and its special qualities, setting or integrity.</p>	
CROSS-32.	Crosscutting - Oppose - Traffic impacts	Comments suggesting that the proposals would cause traffic impacts, without specifying a location.	<p>The Outline Construction Traffic Management Plan (OCTMP) (APP REF 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. It identifies the number of HGV movements on local roads and is submitted alongside the Development Consent Order Application.</p>	N
CROSS-33.	Crosscutting - Oppose - Visual	Comments opposed to the visual impacts of the offshore windfarm.	Rampion 2 is being proposed as it is thought to be a good location for an offshore wind farm. The planning	N

			<p>process will determine whether the project is acceptable.</p> <p>The environmental impact assessment (“EIA”) completed for the project was fully scoped in consultation with the statutory authorities at the start of the process, in line with good practice. This included consideration of visual impact.</p>	
CROSS-34.	Crosscutting - Suggestion - share cable route	Suggestions to share existing cable routes, including Rampion 1 but also RWE Sofia off Dogger Bank.	<p>It was not possible to utilise the same cable route as used for Rampion 1 as there is insufficient space to accommodate the four proposed circuits both at the landfall and at key pinch points along the onshore cable route.</p> <p>The Sofia project is not located close to the Rampion 2 project hence its cable routes were not suitable to be considered.</p>	N
CROSS-35.	Crosscutting - Suggestion/Query - Alternative route	Suggestions for alternative cable routes, including the original cable route as well as a version of that route combined with LACR-02.	<p>The cable has been routed to balance making it as short as possible and minimising disruption by considering proximity to residential properties and its impact on sensitive features. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds.</p>	N

CROSS-36.	Crosscutting - Suggestion/Query - Archaeology	A question concerning whether there are any plans to publicise and display any archaeological finds and to formally report on them.	Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF 6.2.25) sets out how the assessment has considered the likely significant effects of the Proposed Development on historic environment, including designated and non-designated heritage assets. The chapter presents the results of the assessment of the likely significant effects of Rampion 2, with respect to historic environment, including terrestrial archaeology, historic buildings/ structures, and historic landscapes. The Outline Onshore Written scheme of Investigation (APP REF: 7.9) sets out how the archaeological mitigation will be implemented.	Y
CROSS-37.	Crosscutting - Suggestion/Query - Compensation (financial)	Queries concerning financial compensation for affected land and property owners as well as businesses. Some comments refer to problems experienced with selling property owing to concern among potential buyers over the	Cable routing decisions have taken into account direct impacts on business premises raised through environmental assessment work (including a review of planning consents) and consultation responses received. Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land	N

		<p>proposals, and others to potential losses of profits for businesses such as rental holiday homes.</p>	<p>and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free: Compulsory purchase and compensation: guide 1 – procedure</p>	
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CROSS-38.	Crosscutting - Suggestion/Query - Construction traffic	Suggestions and queries on the subject of construction traffic, including one questioning whether the Applicant will	An Outline Construction Traffic Management Plan (APP REF: 7.6) has been included with the application. This plan will be finalised using a staged approach, covering a specific geographical area, which will be agreed with the relevant authorities.	N

		<p>produce a Construction Traffic Management Plan and whether parish councils would be able to contribute to it. Another comment offers the use of private land as an access route in the event that LACR01a and LACR01c is pursued.</p>	<p>A Construction Communications Plan will be agreed prior to construction which will enable parish councils to communicate their thoughts.</p> <p>A combination of LACR-01A and LACR-01D has been chosen over the other alternative routes as the route which offers the lowest overall impact.</p> <p>Route LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.</p>	
CROSS-39.	Crosscutting - Suggestion/Query - Delay	<p>A suggestion that development of the scheme should be delayed until works on the A27 are complete.</p>	<p>Both the proposed scheme and the A27 will be independently scheduled. The final cable route crosses the A27 approximately 2km from the existing junction at Crossbush. An Outline Construction Traffic Management Plan (APP REF: 7.6) has been included with the application. The Construction Traffic Management Plan, which is required to be agreed with the relevant authorities prior to the start of construction, will consider any overlap between the two proposed works and how to best mitigate any potential impact.</p>	N

<p>CROSS-40.</p>	<p>Crosscutting - Suggestion/Query - Diving</p>	<p>A suggestion that impacts from construction, operation and decommissioning of the windfarm on diving should be assessed and reported on in the DCO application.</p>	<p>Potential impacts from the construction, operation and maintenance and decommissioning of Rampion 2 on:</p> <ul style="list-style-type: none"> • recreational boating and sailing; • recreational fishing; and • on diving and water sports (including surfing). <p>were assessed in Environmental Statement (ES) Chapter 7: Other marine users, Volume 2 (APP REF: 6.2.7), which concluded no significant effects on other marine users following the implementation of proposed mitigation measures.</p> <p>For safety reasons, diving will not be able to be carried in the areas being used for construction activities. The project will apply for the use of marine safety zones through the construction of the project and during the operational phase. For major works these will exclude an area of up to 500m around where the works are taking place. 50m safety zones will be used for WTG and offshore substations when they are operational. There will also be a temporary Diving Exclusion Zone within 2 km of any piled location which will be patrolled by guard boats during the pile driving operations.</p>	<p>N</p>
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			<p>A Construction Diver Communications Plan will be agreed with the relevant authorities before construction works begin. This will include specific measures for communicating and engaging with the diving community. This will advise of activities such as piling works, which represent a hazard to diving activities which will be beyond the scope of the formal safety zones which are proposed. Maintaining good communication and engagement between the diving community and the Rampion 2 project will ensure that disruption to the access of diving sites will be minimised during the construction phase. An Outline Diver Communication Plan (APP REF: 7.20) has been submitted with Rampion 2 DCO application.</p>	
CROSS-41.	Crosscutting - Suggestion/Query - Energy policy	Comments addressing wider policies regarding energy production, including opposition to a windfall tax on carbon-free energy production, and greater encouragement of onshore windfarms.	Comments noted.	N

CROSS-42.	Crosscutting - Suggestion/Query - Environmental Assessment	Suggestions and queries on environmental assessments, including a request for local councils to receive survey findings on noise and vibration, for an independent body to scrutinise environmental assessment, and to embed sustainable development goals in the project's plans.	The environmental impact assessment (“EIA”) completed for the project was fully scoped in consultation with the statutory authorities at the start of the process, in line with good practice. This included consideration of wide variety of potential impacts that could occur, including noise and vibration. All EIA work has been completed by an independent environmental consultant and considers mitigation proposed by the project to lessen impact. The ES submitted with this application documents the EIA process. Local councils have the opportunity to review the ES and contribute to the DCO examination process.	N
CROSS-43.	Crosscutting - Suggestion/Query - Fishing	A request to avoid disruption to routes used by fishing vessels and other small boats.	Potential impacts from the construction, operation and maintenance and decommissioning of Rampion 2 on commercial fisheries was assessed in Environmental Statement (ES) Chapter 10: Commercial fisheries, Volume 2 (APP REF: 6.2.10), which concluded no significant effects on commercial fisheries following the implementation of proposed mitigation measures. Consultation with representatives of the fishing industry has commenced and is ongoing. The Project has met with the National Federation of Fishermen’s Organisations, Sussex Inshore Fisheries	Y Following consultation responses, the original project area has been significantly reduced, most notably the area to the east of the Rampion 1 offshore wind farm.

			<p>and Conservation Authority, Brighton and Newhaven Fish Sales & Leach Fishing, FROM Nord, and the Fisheries Working Group. Full details of the commercial fisheries stakeholder engagement can be found in section 10.3 of ES Chapter 10: Commercial fisheries, Volume 2 (APP REF: 6.2.10).</p> <p>ES Chapter 10: Commercial fisheries, Volume 2 (APP REF: 6.2.10) states that the construction programme for Rampion 2 will be communicated through Notice to Mariners and Kingfisher Bulletins with ample warning provided. Construction works will only necessitate minor deviations for fishing vessels transiting along the offshore cable route and through the array area during the construction phase. Localised impacts are anticipated but will be limited to the immediate area of construction activity and associated construction vessels. The magnitude is therefore, considered to be minor for all fishing fleets.</p> <p>RED has prepared an Outline Fisheries Liaison and Co-existence Plan (APP REF: 7.19) which confirms the approach to ongoing liaison with the fishing industry. The Plan will explore options to encourage co-existence and further</p>	
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			mitigate any significant effects upon fisheries. The Plan will be finalised post-consent. During the construction of the project, a Fisheries Liaison Officer will be employed to engage with the fishing community.	
CROSS-44.	Crosscutting - Suggestion/Query - Flood risk	Comments addressing the risk of flooding , including a suggestion that a Flood Risk Activity Permit and a Flood Defence Consent may be needed for any works at Climping and within the Arun Internal Drainage District. Another comment points out that maintenance of flood defences at Climping may eventually be discontinued, once it becomes unsustainable to maintain them.	<p>Assessment of flood risk has been considered in the design of the project and the EIA. Specific measures allowed for in the design include:</p> <ul style="list-style-type: none"> • Defining designated areas in the works plan for soil storage in areas outside of principal flood risk when the cable route passes through areas at risk of flooding; and • Siting the landfall compounds outside of where flooding is predicted to occur. <p>The project will secure all necessary consents prior to the commencement of work.</p> <p>Siting the landfall compounds and hence the transition joint bays away from the coast line and therefore away from where flooding is predicted will help mitigate impact from any sea defences being abandoned at Climping.</p>	N
CROSS-45.	Crosscutting - Suggestion/Query -	A comment addressing the	The impacts on soils and agriculture are assessed in Environmental Statement	N

	Groundwater and contaminated land	plans to avoid contamination of land where drilling would take place and a suggestion of how these measures should be monitored.	(ES) Chapter 20: Soils and agriculture, Volume 2 (APP REF: 6.2.20). Whilst the environmental assessment concludes that there will be there is the Potential for Significant Effects associated with the loss of topsoil and the temporary loss or damage to agricultural land during the construction phase, these effects will be managed and minimised as far as possible through the Soil Management Plan. The cable will be buried to a minimum depth of 1.2m with agricultural activities permitted down to 0.9m below the surface to ensure that further to construction, agricultural activities can continue above the cable. Other measures include reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines and storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction. Soil management measures are outlined in the Outline Soils Management Plan (APP REF: 7.4) which forms part of the Outline Code of Construction Practice and will be implemented during the construction phase.	
CROSS-46.	Crosscutting - Suggestion/Query - Mitigation	Suggestions concerning mitigation of	The environmental assessment sets out the potential effects on offshore and intertidal ornithology in Environmental	N

		environmental effects, including offers from a landowner to host mitigation measures on their land, a request for ornithological impacts to be clearly set out in environmental assessments, and for every opportunity to be taken to improve biodiversity.	Statement (ES) Chapter 12: Offshore ornithology, Volume 2 (APP REF: 6.2.12) and Terrestrial ecology in ES Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22). The chapters include proposed mitigation. The ES states that there is potential for cumulative collision risk to birds as a result of operational activities associated with Rampion 2 and other developments. The risk to birds is through potential collision with WTGs and other associated offshore wind farm infrastructure, resulting in injury or fatality. The assessment has identified that there is a Potentially Significant Effect on great black-backed gull as a consequence of cumulative collision risk from Rampion 2 and other UK offshore wind farms in the UK south-west and the English Channel. However, the contribution from Rampion 2 is considered to be minimal. No other significant cumulative effects to any other bird species have been identified. Mitigation includes drilling under the intertidal area so as to reduce impacts.	
CROSS-47.	Crosscutting - Suggestion/Query - NMU	Suggestions to provide new routes for walkers, cyclists and horse-riders	An Outline Public Rights of Way Management Plan (APP REF: 7.8) has been included in the application. When a public right of way needs to be crossed, it will only need to be closed for	N

		when implementing the cable routes.	a short period of time. When this happens, alternative routes will be suggested. On some public rights of way, a temporary diversion will be put in place enabling the general route to remain open throughout the construction period.	
CROSS-48.	Crosscutting - Suggestion/Query - Other infrastructure/developments	Suggestions concerning other infrastructure plans, including expansion of the proposed windfarm, a battery energy storage facility, and the A27 improvement works.	The application only covers the proposed Rampion 2 offshore wind project and does not consider any future expansion. The proposals are not located directly where the A27 works are proposed, but care will be taken to ensure that any interaction between the two schemes considers an potential impacts. The project is aware of other planned developments either at the planning or pre-planning stage. The project will engage with the promoters of these schemes as appropriate.	N
CROSS-49.	Crosscutting - Suggestion/Query - Training/Apprenticeships/Employment	A request to implement education, apprenticeship and training programmes to benefit the local area.	Environmental Statement (ES) Chapter 17: Socio-economics, Volume 2 (APP REF: 6.2.17) considers Rampion 2's impact on the potential to support local employment as a result of construction, operation and maintenance and decommissioning activity. Whilst the benefits of supporting training opportunities are noted, these are not considered an effect in the socio-economic assessment as there is insufficient information available on the	Y

			<p>number of training opportunities that could be created at this stage. Rampion Extension Development Limited (RED) has committed to work with local partners to maximise the ability of local people to access employment opportunities associated with construction and/or operation and maintenance activity, which will include opportunities for training. RED have submitted an Outline Skills and Employment Strategy as part of the DCO application. The purpose of the Outline Skills and Employment Strategy is to provide an outline strategy that can be developed further with the relevant key consultees into a Skills and Employment Strategy that will facilitate positive and meaningful commitments and activities within the Sussex region by RED.</p>	
CROSS-50.	Crosscutting - Suggestion/Query - Use Rampion 1 cable route	Suggestions to use, or queries as to why it is not possible to use the existing Rampion 1 cable route.	It was not possible to utilise the same cable route as used for Rampion 1 as there is insufficient space to accommodate the four proposed circuits both at the landfall and at key pinch points along the onshore cable route.	N
CROSS-51.	Crosscutting - Suggestion/Query - Windfarm	Suggestions concerning the design of the windfarm, including the use of colour to	Through the development of the planning submission, the area originally planned for the wind farm has been significantly reduced and less turbines are now being sought in order to reduce the	Y A significant reduction in the area proposed for

		limit its visual impact.	impact on the seascape. The number of wind turbines proposed as also been reduced. This reduction has seen the introduction of strategic gaps between Rampion 1 and 2 on the west and south sides of Rampion 1. Wind turbines and their blades will be painted in compliance with the consent. This likely to require the wind turbines to be painted in a light grey colour, which is typically stipulated by the relevant statutory consultees.	wind turbines has been applied. The number of wind turbines has also been reduced and strategic gaps have been introduced between Rampion 1 and Rampion 2.
CROSS-52.	Crosscutting - Support	Comments in support of the planned development.	Comment noted.	N
CROSS-53.	Crosscutting - Support - Benefits outweigh impacts	Comments asserting that any impacts arising from the proposals are outweighed by the benefit they bring.	Comment noted.	N
CROSS-54.	Crosscutting - Support - Economy	A comment supporting the economic potential of the proposals.	Comment noted.	N
CROSS-55.	Crosscutting - Support - Environment	Comments in support of the management of	Comment noted.	N

		environmental impacts associated with the proposals.		
CROSS-56.	Crosscutting - Support - Flood risk	A comment supporting the approach taken to assessing flood risks.	Comment noted.	N
CROSS-57.	Crosscutting - Support - LACR01a + 01c	Comments supporting a combination of LACR01a and LACR01c.	<p>A combination of LACR-01A and LACR-01D has been chosen over the other alternative routes as the route which offers the lowest overall impact.</p> <p>Route LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.</p>	N
CROSS-58.	Crosscutting - Support - LACR02 + 01c	Comments supporting a combination of LACR02 and LACR01c, in the event that LACR01a and LARC01c is not pursued.	<p>A combination of LACR-01A and LACR-01D has been chosen over the other alternative routes as the route which offers the lowest overall impact.</p> <p>Route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.</p>	N

CROSS-59.	Crosscutting - Support - LACR1	Support for LACR01 on the basis that any route to its west would be unacceptable.	A combination of LACR-01A and LACR-01D has been chosen over the other alternative routes as the route which offers the lowest overall impact.	Y LACR-01A chosen for the final cable route.
CROSS-60.	Crosscutting - Support - Mitigation	Comments in support of planned mitigation, without specifying particular areas or measures.	Comment noted.	N
CROSS-61.	Crosscutting - Support - Rampion 1 cables	Comments offering praise for the way in which Rampion 1 was carried out.	Comment noted.	N
CROSS-62.	Crosscutting - Support - Renewables	Comments in support of renewable energy, often accompanied by support for the proposals.	Comment noted.	N
CROSS-63.	Crosscutting - Support - Trenchless	A comment supporting the use of trenchless crossings and their avoidance of impacts on watercourses.	Comment noted.	N
CROSS-64.	Crosscutting - Support - TT/MR	Support for the way in which the use of trenchless crossings	Comment noted.	N

		and modified routes had been assessed.		
CROSS-65.	Crosscutting - Support with caveat / in principle	Comments offering support in principle for the proposals.	Comment noted.	N
CROSS-66.	Crosscutting - Suggestion/Query - Groundworks Assessment	Comments highlighting that groundworks assessments should identify sensitive areas and seek to avoid landfill areas and subsequent ground contamination.	Rampion 2 has sought to avoid areas of known historic landfill in designing the cable route, and have managed to avoid all but one. Mitigations to avoid contamination, and an assessment of risk is reported in Environmental Statement (ES) Chapter 24: Ground conditions, Volume 2 (APP REF: 6.2.24).	Y
CROSS-67.	Crosscutting - Concern - Trenchless	A comment urging cautiousness about notching of hedges, highlight its specificity to hedgerow condition and species, and suggesting further engagement.	Hedgerow notching is presented as a mitigation to clearing longer stretches of hedgerow. The methods and assessment are presented in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	N
CROSS-68.	Crosscutting - Support - Environmental Assessment	Comments welcoming the approach to environmental assessment in the PEIR SIR and	Noted	N

		relevant appendices.		
CROSS-69.	Crosscutting - Concern - WCH	Comments sharing concern about the impact on public rights of way from the onshore cable route.	The cable corridor crosses numerous public rights of way. where the cable is drilled under, Public Rights of Way (PRoW) use will be able to continue uninterrupted. Where a PRoW is crossed by a trench, short term diversions are planned to maintain connectivity and safety. These are specified in the Outline Public Rights of Way Management Plan (APP REF: 7.8), and effects on users assessed in Environmental Statement (ES) Chapter 17: Socio-economics, Volume 2 (APP REF 6.2.17).	N
CROSS-70.	Crosscutting - Concern - Construction traffic	Comments sharing concern about the impacts and disruption caused by construction traffic and associated traffic management measures for local communities.	Construction traffic will be subject to the Outline Construction Traffic Management Plan (APP REF: 7.6), which primarily routes HGVs to trunk and A roads. Any traffic management required on public highways while safe access junctions are constructed will be to the standards specified by the local highway authority. Impacts caused by traffic are considered in Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF: 6.2.23)	N
CROSS-71.	Crosscutting - Suggestion/Query - Construction techniques/management	Comments on the management of construction through the CoCP and	The Outline Code of Construction Practice (APP REF: 7.2) has been developed through consultation and engagement with statutory bodies	N

		techniques employed, including around hedgerow crossings and notching.	(including through the process described in the Evidence Plan (APP REF: 7.21), and now includes Appendix B: Vegetation Retention Plans, containing further information about how hedgerow loss will be minimised and mitigated.	
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6.8.12. **LACR01 – 02**

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
L-01	LACR02 - Oppose - Ancient woodland	Opposition to route LACR-02 due to its impacts on ancient woodland, emphasising the biodiversity value of ancient woodland and veteran trees, and their irreplaceable status.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.
L-02	LACR02 - Oppose - Archaeology	Comments expressing concern about the impacts on a medieval assart in a field south of the proposed cable route.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.

L-03	LACR02 - Oppose - Geology/contamination	Comments expressing concern about the chalk geology around LACR-02 that it is said presents a risk of contamination of groundwater sources.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.
L-04	LACR02 - Oppose - Health/Quality of life	Comments expressing concern that the LACR-02 cable route would impact the health and quality of life of local residents.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.
L-05	LACR02 - Oppose - Longer/more expensive	A comment expressing concern that the LACR-02 route would be longer and more expensive, so it less desirable to the Project.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	Y The majority of LACR-02 has not been incorporated into the final cable route.

L-06	LACR02 - Oppose - Prefer LACR01	Comments expressing a preference for LACR01 over the LACR-02 route through Area 3.	<p>It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove.</p> <p>However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.</p>	<p>Y</p> <p>The majority of LACR-02 has not been incorporated into the final cable route.</p>
L-07	LACR02 - Oppose - Property / Business	Comments expressing concern that LACR-02 would impact on local businesses.	<p>It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove.</p> <p>However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.</p>	<p>Y</p> <p>The majority of LACR-02 has not been incorporated into the final cable route.</p>

L-08	LACR02 - Oppose - WCH	Comments expressing concern that LACR-02 would impact on nearby walking, cycling and horse riding routes.	<p>It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove.</p> <p>However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.</p>	<p>Y</p> <p>The majority of LACR-02 has not been incorporated into the final cable route.</p>
L-09	LACR02 - Concern - Cultural heritage	Comments sharing concern about the proximity of LACR-02 to designated heritage assets.	LACR-02 has not been adopted as the preferred cable route.	Y

L-10	LACR02 - Suggestion - Mitigation	Suggestions and queries concerning mitigation for LACR02, including one that the Applicant should replace any removed areas of woodland with a ratio of 3ha new for every 1ha removed. Another comment suggests that the cable corridor could be reduced to 20m in width in order to limit impacts on woodland.	<p>It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove.</p> <p>However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.</p>	N
L-11	LACR02 - Suggestion/Query - HDD	A comment suggesting that trenchless construction be used along LACR-02 to help preserve the areas of ancient woodland directly affected and to avoid fragmentation of other areas.	<p>It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove.</p> <p>However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.</p>	N

L-12	LACR02 - Suggestion/query - Soil	A comment asking whether soil within an area of PAWS woodland would be disturbed by the proposed LACR-02 works, suggesting the soil is retained because of its biodiversity value.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	N
L-13	LACR02 - Suggestion/Query - Woodland	A comment suggesting an alternative route for LACR-02 in order to protect a section of ancient woodland south-west of Michelgrove Park.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	N
L-14	LACR02 - Support	Comments supporting the proposals for LACR-02 because of its reduced impacts on other communities such as Lyminster, Warningcamp and Poling.	It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove. However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.	N

			The final route no longer passes near to Warningcamp, but does pass near to Lyminster and Poling.	
L-15	LACR02 - Support - compatible with LACR01A	A comment supporting LACR-02 because it forms the start of LACR-02A.	<p>It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove.</p> <p>However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.</p>	N
L-16	LACR02 - Support - only with LACR01C	A comment supporting LACR-02 if it connects to LACR-01C, which would avoid the Peppering Project and the Curlew Recovery Project.	<p>It has been decided not to incorporate any of LACR-02 into the final cable route other than the end of the route at Michelgrove.</p> <p>However construction, operation and maintenance access will be utilised which follows part of LACR-02 along the existing track which passes through the wood land leading up to Michelgrove.</p> <p>Though LACR-01C was not ultimately chosen, a similar route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable</p>	Y Cable routed to avoid Peppering and Curlew Recovery Projects.

			route. This largely avoids the Peppering Project and the Curlew Recovery Project.	
L-17	LACR-01C - Support	A comment expressing support for LACR-01C.	LACR-01C has not been chosen but a similar route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	N
L-18	LACR01 - Concern - drainage	A comment expressing concern about LACR-01, particularly around the trenchless crossing at TC-23, with regards to drainage.	LACR-01A has been chosen as the final cable route and it incorporates TC23. An Outline Operational Drainage Plan (OODP) (APP REF: 7.1) has been submitted in support of the DCO submission. Ahead of construction, a final version of the Drainage Plan will be agreed with the relevant authority. The Drainage Plan will seek to design suitable drainage during both construction and operation to avoid impact to existing drainage.	N
L-19	LACR01 - Oppose	Comments opposing LACR-01A without providing detail as to why.	LACR-01A was identified as the preferred route for this section of the cable route. Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) explains the alternatives considered through the Rampion 2 project evolution, including where engagement has led to the consideration of alternatives or a change to the cable route design. In	N

			deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds. In this case LACR-01A was predicted to have fewer environmental impacts than the PEIR route.	
L-20	LACR01A - Oppose - Construction impacts	A comment expressing concern about the construction impacts of LACR-01A, on the grounds that these would cause traffic and noise.	<p>Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) explains the alternatives considered through the Rampion 2 project evolution, including where engagement has led to the consideration of alternatives or a change to the cable route design. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds. In this case LACR-01A was predicted to have fewer environmental impacts than the PEIR route.</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted in support of the application, which details various commitments designed to reduce the impact of the proposed construction works. A final</p>	N

			Code of Construction Practice will need to be agreed for each construction stage with the relevant authorities before work can begin.	
L-21	LACR01A - Concern - Cultural heritage	A comment expressing concern about the impacts of LACR-01A on the grounds that they would affect built heritage assets such as Listed Buildings and prehistoric archaeology.	Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) explains the alternatives considered through the Rampion 2 project evolution, including where engagement has led to the consideration of alternatives or a change to the cable route design. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds. In this case LACR-01A was predicted to have fewer environmental impacts than the PEIR route. The ES details the assessed impacts of taking this route on built heritage assets and archaeology in ES Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25).	N

L-22	LACR01A - Concern - Biodiversity	Comments expressing concern about the impacts of LACR-01A on bee orchids and its proximity to the Black Ditch supporting water voles.	The Environmental Statement (ES) details the assessed impacts of taking this route on the local ecology and further information on the assessments of impacts can be found in ES Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	N
L-23	LACR01A - Oppose - Access (inc to healthcare)	Comments expressing concern about access routes for LACR-01A. One consultee opposed the use of Decoy Lane as a construction access, due to its narrowness and the unsuitability of its junction with the A27. The access route to Poling was also mentioned, with consultees saying there is only one route in and out of the village and if this were compromised by construction vehicles, it would be a major challenge	<p>It is proposed that Decoy Lane is only used as a light vehicle construction access whilst Polling Lane will not be used at all for construction. This section of the cable route, running from the Lyminster bypass to the A27, will only be accessible for HGVs from the Lyminster bypass. Though trenchless crossings will be used to go under both Poling Lane and Decoy Lane, both lanes will be crossed by construction traffic. At these crossings, construction traffic will give way to traffic on the public highway.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing</p>	Y Trenchless crossing added to Poling Street

		for villagers, including the elderly who rely on car transport and those with serious health conditions.	road users during the construction phase. It identifies the number of HGV movements on local roads and is submitted alongside the Development Consent Order Application.	
L-24	LACR01A - Oppose - Biodiversity	Comments expressing concern about the impact on biodiversity of LACR-01A, including the impacts on birds such as lapwing and curlew.	The Environmental Statement (ES) details the assessed impacts of taking this route on ornithology and the details of the assessment can be found in ES Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	N
L-25	LACR01A - Oppose - Community	Comments opposing LACR-01A on the grounds that it would negatively affect community life in the village of Poling. Consultees call for the cable to be routed into less populated areas, where the extended impacts of construction on local people would be minimised. There were also concerns about how impacts	<p>Polling Lane will not be used at all for construction traffic. This section of the cable route, running from the Lyminster bypass to the A27, will only be accessible for HGVs from the Lyminster bypass. Though a trenchless crossings will be used to go under Poling Lane ensuring it is not closed at any point, it will be crossed by construction traffic. At this crossing, construction traffic will give way to traffic on Polling Lane.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The</p>	N

		on the farm there would also impact the local community.	OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. It identifies the number of HGV movements on local roads and is submitted alongside the Development Consent Order Application.	
L-26	LACR01A - Oppose - Congestion	A comment expressing concern about LACR-01A on the grounds that the A27 would experience increased congestion as a result of its construction.	<p>The Environmental Statement (ES) details the assessed impacts of taking this route on the traffic and transport network in ES Chapter 23: Transport, Volume 2 (APP REF: 6.2.23). No significant effects are expected to arise.</p> <p>The Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Project. The OCTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. It identifies the number of HGV movements on local roads and is</p>	N

			submitted alongside the Development Consent Order Application.	
L-27	LACR01A - Oppose - Cumulative	Comments expressing concern about the combined impacts of the Project along with the Lyminster bypass construction, North Littlehampton development, and re-siting of Fargo premises.	<p>As detailed in Environmental Statement (ES) Appendix 5.3: Cumulative effects assessment detailed onshore search and screening criteria, Volume 4 (APP REF: 6.4.5.3) other developments in proximity to Rampion 2 have been considered in the Onshore Cumulative Effects Assessment (CEA) if they meet the following temporal spatial and technical criteria. Developments included in the CEA are identified in Appendix 5.3.</p> <p>Construction activity will be planned to minimise disruption to residents and businesses in the local area. The Environmental Statement includes an assessment of construction impacts, such as traffic and transport, noise, air quality and public rights of way.</p>	N
L-28	LACR01A - Oppose - Design considerations	A comment expressing concern about LACR-01A on the ground that the route includes 90-degree bends, which it is claimed are more difficult to implement.	Some of LACR-01 include what look like 90 degree bends. However, the bends used are of a sufficiently large radius to enable the cable to be routed.	N

L-29	LACR01A - Oppose - Development	<p>Comments expressing concern that the LACR-01 route would impact development potential for local land interests, including land adjacent to an industrial estate that ought to be viable for commercial expansion.</p>	<p>A construction access through the Vinery Industrial Estate was removed.</p> <p>Cable routeing decisions have taken into account direct impacts on committed developments allocated in local plans or subject to planning consents through environmental assessment work (including a review of planning consents) and consultation responses received.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land</p>	Y
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			<p>value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers 	
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			<p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers <p>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers</p>	
L-30	LACR01A - Oppose - Drainage	Comments expressing concern about the potential for the LACR-01A works to impact drainage and water management in the vicinity. Consultees refer to various water courses and existing areas prone to flooding that it is feared would become worse.	<p>LACR-01A has been chosen as the preferred route and it is considered to have fewer environmental impacts compared with the original Rampion 2 'PEIR (as modified) route.</p> <p>An Outline Operational Drainage Plan (OODP) (APP REF: 7.1) has been submitted in support of the planning application. Ahead of construction, a final version of the Drainage Plan will be agreed with the relevant authority. The Drainage Plan will seek to design suitable drainage during both construction and operation to avoid impact to existing drainage.</p>	N

L-31	LACR01A - Oppose - Env/Wildlife	Comments expressing concern about the impacts on biodiversity required to construct the cable along LACR-01A, in particular the 50m-wide worksite, which it is claimed would sever a number of sensitive habitats.	<p>LACR-01A has been chosen as the preferred route and it is considered to have fewer environmental impacts compared with the original Rampion 2 'PEIR (as modified) route.</p> <p>For the application the typical working width of the cable route has been reduced to 40m, with 'notching' used to reduce the working width further when crossing existing hedgerows. Once construction is complete the onshore cable route will be reinstated to its previous use.</p>	N
L-32	LACR01A - Oppose - Farmland/soil	Comments expressing concern about the area of land in Manor Farm that would be required temporarily to construct the cable route LACR-01A, affecting high-quality arable land that would become unproductive throughout the works, with this and the severance of the remaining land making cultivation and management	Environmental Statement (ES) Chapter 20: Soils and Agriculture, Volume 2 (APP REF 6.2.20) states explains that a range of environmental measures which relate to soils and agriculture are embedded as part of the Rampion 2 design to remove or reduce significant environmental effects as far as possible. These include burying the onshore cable underground to 1.2m and reinstating land to pre-existing condition as far as reasonably practical in line with Defra 2009 guidelines and storing soil in line with Defra 2009 guidelines and using appropriate machinery to minimise soil compaction. Soil management measures will be included in a Soils Management Plan (SMP) which will form part of the	

		<p>more difficult. Some consultees claimed the works would downgrade high-quality farmland to low quality, with question around the future viability of the farm, even if compensation were provided.</p>	<p>Code of Construction Practice and will be implemented during the construction phase.</p> <p>The assessment indicates that there is the Potential for Significant Effects associated with the loss of topsoil and the temporary loss or damage to agricultural land during the construction phase. These effects will be managed and minimised as far as possible through the SMP. Potential effects due to operation, maintenance and decommissioning have been scoped out of the assessment and No Significant Effects are anticipated.</p> <p>Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p>	
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			<p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2- 	
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			<p><u>compensation-to-business-owners-and-occupiers</u></p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers <p><u>https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers</u></p> <p>The DCO will require compliance with current guidance and legislation concerning the use of soil in construction projects as set out within the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites as the outlined by DEFRA.</p>	
L-33	LACR01A - Oppose - Landscape	A comment expressing concern about LACR-01A on the grounds that it, and the longer cable route, would impact surrounding landscape, including the South Downs.	<p>LACR-01A has been chosen over the other alternative routes as the route which offers the lowest overall impact.</p> <p>Once construction is complete the onshore cable route will be reinstated to its previous use.</p>	N

L-34	LACR01A - Oppose - Local Roads	Comments expressing concern about LACR-01A on the grounds that local roads would become congested with construction traffic and the roads themselves would deteriorate due to heavy vehicles.	The Environmental Statement (ES) details the assessed impacts of taking this route on traffic in ES Chapter 23: Transport, Volume 2 (APP REF 6.2.23) and an Outline Construction Traffic Management Plan (OCTMP) is proposed (APP REF 7.6)	N
L-35	LACR01A - Oppose - Property	Comments expressing concern about LACR-01A on the grounds that it would impact local business such as pubs and farms. The comments include detailed comments on the composition of the land and impacts the cable route and construction would have on these.	<p>LACR-01 was introduced at the Statutory Consultation Stage (October-November 2022). LACR-01a was the southern section of the route. The Consultation acknowledged that LACR-01a introduced the potential for new effects on the environment, particularly with regard to public rights of way, landscape and visual and air quality.</p> <p>Carter Jonas was appointed as the land agents for the Rampion 2 project. They have carried out Land Referencing and engagement with all land and property owners potentially affected by the Project.</p> <p>As detailed in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) a combination of LACR-01a and LACR-01d was selected</p>	N

			<p>as the preferred route on the basis of the further analysis of the engineering, environmental, cost and land acquisition factors.</p> <p>Impacts and potential mitigations are assessed in ES Chapter 17: Socio-economics, Volume 2 (APP REF: 6.2.17) for tourism businesses, farm businesses are considered in Chapter 20: Soils and agriculture, Volume 2 (APP REF: 6.2.20).</p>	
L-36	LACR01A - Oppose - Severance	<p>Comments expressing concern about LACR-01A on the grounds that construction works would sever the village of Poling, causing significant disruption.</p>	<p>LACR-01 was introduced at the Statutory Consultation Stage (October-November 2022). LACR-01a was the southern section of the route, and would first run eastwards across agricultural land. It would cross Poling Street in open trench, where two operational accesses would be created directly into the footprint of LACR-01a.</p> <p>As detailed in the Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3), a combination of LACR-01a and LACR-01d was selected as the preferred route on the basis of the further analysis of the engineering, environmental, cost and land acquisition factors.</p> <p>Subsequent to consultation, the open cut trench proposed across Poling Street has</p>	Y

			been replaced with a trenchless crossing, which will reduce the potential severance, as the road will not need to be closed for trenching.	
L-37	LACR01A - Suggestion - Pre-works survey	A comment seeking an assurance from the Applicant that a pre-works condition survey would be carried out for roads impacted by the LACR-01A works, so the carriageway could be reinstated to its former condition.	<p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted in support of the application, which details various commitments designed to reduce the impact of the proposed construction works. A final Code of Construction Practice will need to be agreed for each construction stage with the relevant authorities before work can begin.</p> <p>The project will make good any damage caused to the local road network as a direct result of the project. Condition assessments will be undertaken at the start of construction in order to help identify where repairs are needed.</p>	N
L-38	LACR01A - Suggestion - Trenchless	A comment suggesting the route be carried out by a trenchless crossing technique to avoid impacts on a green corridor between ancient woodland.	The corridor carrying footpath 2208 links two areas of ancient woodland. Alternate alignments were investigated, including using an existing opening, but this would have been within the stand-off distance adopted to protect ancient woodland trees. Even with trenchless crossing, a haul road would still be required in this	N

			location due to a lack of alternate access. On balance, a narrow corridor in this location was preferred for ecology.	
L-39	LACR01A - Support	General comments expressing support for LACR-01A	LACR-01A has been chosen over the other alternative routes as the route which offers the lowest overall impact.	Y LACR-01A chosen as the final cable route.
L-40	LACR01A - Support - Access	Comments expressing support for LACR-01A on the grounds that it has better vehicle access than previously proposed cable routes. The poor access routes to Crossbush and Warningcamp were mentioned.	LACR-01A has been chosen over the other alternative routes as the route which offers the lowest overall impact.	Y LACR-01A chosen as the final cable route.
L-41	LACR01A - Support - Biodiversity	Comments expressing support for LACR-01A on the grounds that it would have less of an impact on	Comment noted.	Y LACR-01A chosen as the final cable route.

		biodiversity, including woodland and wildlife, than other proposed routes.		
L-42	LACR01A - Support - Cheaper/easier	A comment expressing support for LACR-01A on the grounds that it would be cheaper and easier to build.	Comment noted.	Y LACR-01A chosen as the final cable route.
L-43	LACR01A - Support - Community impacts	Comments expressing support for LACR0-01A on the grounds that it would have fewer impacts on local communities than alternative routes. The villages of Crossbush, Burpham and Warningcamp were mentioned as locations that would benefit from this route being chosen.	Comment noted.	Y LACR-01A chosen as the final cable route.

L-44	LACR01A - Support - Cultural heritage	Comments expressing support for LACR-01A on the grounds that it would have fewer impacts on cultural heritage assets, such as ancient field patterns.	Comment noted.	Y LACR-01A chosen as the final cable route.
L-45	LACR01A - Suggestion - East of Harrow Hill	A comment suggesting the proposal LACR-01A is routed east of Harrow Hill to reduce the impacts on landowners.	LACR-01A has been chosen over the other alternative routes as the route which offers the lowest overall impact. Route LACR-01D was developed further to consultation in October 2022. Route LACR-01D was then subject to a targeted consultation period between 24 th Feb and 27 th March and was ultimately adopted for the final cable route. This passes to the east of Harrow Hill.	Y LACR-01A chosen as the final cable route with an amendment to take it to the east of Harrow Hill.
L-46	LACR01A - Support - Protect Downs	Comments supporting LACR-01A on the grounds that it would have less of an impact on the local landscape than other cable routes.	Comment noted.	Y LACR-01A chosen as the final cable route.

L-47	LACR01A - Support - WCH	A comment expressing support for LACR-01A on the grounds that it would have fewer impacts on popular walking, cycling and horse-riding routes to the west.	Comment noted.	Y LACR-01A chosen as the final cable route.
L-48	LACR01B - Oppose - Chalk geology	Comments expressing concern about LACR-01B on the grounds that the chalk bedrock in this area would increase risk of groundwater contamination during the construction phase, potentially impacting streams in the South Downs.	LACR-01B has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	Y LACR-01D chosen as the final cable route.

L-49	LACR01B - Oppose - Noise	Comments expressing concern about LACR-01B on the grounds that it would affect nearby properties with noise and vibration during construction.	LACR-01B has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	Y LACR-01D chosen as the final cable route.
L-50	LACR01B - Oppose - Biodiversity / Peppering Project	Comments expressing concern about LACR-01B on the grounds that it would have an impact on biodiversity, including on the nearby Peppering Partridge Project, which aims to enhance biodiversity while also managing species for game shooting. These consultees frequently express support for LACR-01A and LACR-01C instead. One consultee	LACR-01B has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	Y LACR-01D chosen as the final cable route.

		suggested that any land removed should be compensated several times over.		
L-51	LACR01B - Oppose - Cultural heritage	Comments expressing concern about the proximity or interaction of LACR-01B with designated heritage assets and Archaeological Notification Areas.	All identified routes across the South Downs were in proximity to, or within, Archaeological Notification Areas. While LACR-01b has not been selected, a robust archaeological mitigation plan has nonetheless been prepared, in the Outline Onshore Written Scheme of Investigation (APP REF: 7.9).	Y

L-52	LACR01C - Concern - Landscape	A comment expressing concern about LACR-01C on the grounds that the works would pass through two Landscape Character Areas and the South Downs NP, crossing a large number of tree belts and hedgerows.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	Y LACR-01D chosen as the final cable route.
L-53	LACR01C - Concern - Cultural heritage	A comment expressing concern that LACR-01 contains a significant number of heritage assets, such as archaeological remains.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	Y LACR-01D chosen as the final cable route.

L-54	LACR01C - Concern - WCH	A comment expressing concern about LACR-01C on the grounds that it would impact footpaths and bridleways, with many heavily used by dog walkers and horse riders. Byway 2092 was mentioned as a route that would be significantly affected.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	Y LACR-01D chosen as the final cable route.
L-55	LACR01C - Oppose	A comment opposed to LACR-01C.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	Y LACR-01D chosen as the final cable route.
L-56	LACR01C - Oppose - Assessments	A comment claiming that the Applicant did not properly assess LACR-01A by visiting the land that would be used for the route before proposing. It is said the Applicant was unaware that a particular area	LACR-01 was introduced at the Statutory Consultation Stage (October-November 2022). LACR-01a was the southern section of the route, and would first run eastwards across agricultural land. The supplementary preliminary environmental information presented at the consultation was based, as is common, largely on desk-based research, with further site surveys and	N

		affected is a dairy farm.	<p>the results of consultation used to inform the route decision and environmental impact assessment.</p> <p>As detailed in the Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3), a combination of LACR-01a and LACR-01d was selected as the preferred route on the basis of the further analysis of the engineering, environmental, cost and land acquisition factors.</p>	
L-57	LACR01C - Oppose - Biodiversity	<p>Comments expressing concern about LACR-01A's potential impact on biodiversity, with various habitats along its route likely to be affected. One consultee said the trenchless crossings would reduce effects on ecology but noted the limited lengths of TC-28 and TC-29 and that they would provide only limited mitigation.</p>	<p>LACR-01A has been chosen over the other alternative routes as the route which offers the lowest overall impact.</p> <p>Environmental Statement (ES) Chapter 22: Terrestrial Ecology, Volume 2 (APP REF 6.2.22) details the assessed impacts of taking this route on ecology.</p>	N

L-58	LACR01C - Oppose - Noise	A comment expressing concern about the noise impacts of LACR-01C during construction.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	Y LACR-01D chosen as the final cable route.
L-59	LACR01C - Support	A comment expressing support for LACR-01C.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	N
L-60	LACR01C - Support - Biodiversity	Comments expressing support for LACR-01C on the grounds that it would avoid areas of woodland and other habitats with high biodiversity value.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	N
L-61	LACR01C - Support - Community impacts	Comments expressing support for LACR-01A on the grounds that it would result in fewer impacts on local communities than	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	N

		alternative proposals.		
L-62	LACR01C - Support - WCH	Comments expressing support for LACR-01A on the grounds that it would result in fewer impacts on Public Rights of Way than alternative proposals.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C.	N
L-63	LACR01a +01c - Suggestion / Query - Socioeconomics	A comment addressing the assessment of the socioeconomic impacts of a potential LACR01a + 01c route.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 17: Socio-economics, Volume 2 (APP REF: 6.2.17) sets out a detailed assessment of the socio-economic impacts of Rampion 2 cable route.	Y LACR-01D chosen as the final cable route.

L-64	LACR01a +01c - Suggestion / Query - Landscape & Visual	A comment addressing the assessment of the potential impacts of LACR01a + 01c on the landscape and visual amenity of the area, compared with other cable route variants.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 18: Landscape & Visual Amenity, Volume 2 (APP REF 6.2.18) sets out a detailed assessment of the Landscape and Visual impacts as a result of the Rampion 2 cable route.	Y LACR-01D chosen as the final cable route.
L-65	LACR01a +01c - Suggestion / Query - Air quality	A comment addressing the assessment of the air quality impacts of LACR01a + 01c.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 19: Air Quality, Volume 2 (APP REF 6.2.19) sets out a detailed assessment of the Air Quality impacts from Rampion 2 cable route.	Y LACR-01D chosen as the final cable route.

L-66	LACR01a +01c - Suggestion / Query - Soil and agriculture	A comment suggesting that the Applicant's assessment of impacts on soil and agriculture from LACR01a + 01c is incomplete without the results of agricultural land classification surveys.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 20: Soils and Agriculture, Volume 2 (APP REF: 6.2.20) sets out a detailed assessment of the impacts on Soils and Agriculture as a result of the Rampion 2 cable route.	Y LACR-01D chosen as the final cable route.
L-67	LACR01a +01c - Suggestion / Query - Noise and vibration	A comment addressing the assessment of the noise and vibration impacts from LACR01a + 01c.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 21: Noise and Vibration, Volume 2 (APP REF 6.2.21) sets out a detailed assessment of the impacts on identified receptors from noise and vibration as a result of the Rampion 2 cable route.	Y LACR-01D chosen as the final cable route.

L-68	LACR01a +01c - Suggestion / Query - Terrestrial biodiversity	A comment addressing the assessment of the impacts of LACR01a and LACR01c on terrestrial ecology and nature conservation, noting in particular that LACR01a would perform better than the original cable route.	LACR01a / LACR01D were sections of cable route progressed instead of the original PEIR route. Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) sets out a detailed assessment of the impacts on receptors as a result of the Rampion 2 cable route.	
L-69	LACR01a +01c - Suggestion / Query - Transport	A comment addressing the assessment of the impacts of LACR01a + 01c on transport, including an observation that impacts from LACR01a on public rights of way would be temporary.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF 6.2.23) and ES Chapter 17: Socio-Economics, Volume 2 (APP REF: 6.2.17) sets out a detailed assessment of the Transport impacts and impacts on public rights of way as a result of the implementation of the Rampion 2 cable route.	Y LACR-01D chosen as the final cable route.

L-70	LACR01a +01c - Suggestion / Query - Ground conditions	A comment addressing the assessment of the impacts of LACR01a + 01c on ground conditions, noting that any theoretical impacts would be effectively managed through embedded mitigation.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 24: Ground Conditions, Volume 2 (APP REF: 6.2.24) sets out an assessment of the ground conditions along the Rampion 2 cable route.	Y LACR-01D chosen as the final cable route.
L-71	LACR01a +01c - Suggestion / Query - Historic environment	A comment addressing the assessment of the impacts of LACR01a + 01c on the historic environment, including archaeological remains as well as heritage assets.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 25: Heritage, Volume 2 (APP REF: 6.2.25) sets out an assessment of the potential effects of heritage impacts as a result of the implementation of the Rampion 2 cable route.	Y LACR-01D chosen as the final cable route.

L-72	LACR01a +01c - Suggestion / Query - Water environment	A comment addressing the assessment of the impacts of LACR01a + 01c on the water environment, arguing that a full assessment is not complete without a Hydrogeological Risk Assessment.	LACR-01C has not been chosen and instead route LACR-01D was developed after this consultation, consulted on individually and was ultimately adopted for the final cable route. This passes in between LACR-01B and LACR-01C. Environmental Statement (ES) Chapter 26: Water Environment, Volume 2 (APP REF: 6.2.26) sets out an assessment of the potential effects of impacts from Rampion 2 cable route on the water environment.	Y LACR-01D chosen as the final cable route.
L-73	LACR01a +01c - Suggestion / Query - Cable configuration corridor	A proposal to reduce the cable corridor from 50m to 20m by implementing a different cable configuration.	The technical requirements of the Rampion 2 project are set out in Environmental Statement (ES) Chapter 4: The Proposed Development, Volume 2 (APP REF: 6.2.4). This states that the cable route construction corridor is likely be 40m wide but wider in specific locations such as HDD locations	Y

6.8.13. **MR07 – 13**

ID	Code	Issue statement	Requirement and response text	Project change (Y/N)
M-01.	MR1/MR02 - Oppose - Noise/Vibration	A comment expressing concern about the potential for noise and vibration impacts in	MR-01 and MR-02 were introduced at the Statutory Consultation Stage (October -November 2022). MR-01 was introduced to provide greater flexibility on where to drill. MR-02 was proposed	N

		<p>residential areas around Climping Park and Brookpit Lane.</p> <p>Concerns centre around the potential for 24-hour drilling and noise impacts up to 90dB, where background noise is 50dB.</p>	<p>to widen the cable corridor by 50m. This responded to the potential overlap with the West Bank mixed-use development area.</p> <p>Both MR-01 and MR-02 have been incorporated into the final project design.</p> <p>The Environmental Statement Chapter 21: Noise and Vibration, Volume 2 (APP REF: 6.2.21) examines the likely significant effects that may be experienced as a result of noise and vibration due to the construction, operation and maintenance, and decommissioning of the Project. The noise from drilling has been predicted and assessed, with the estimated duration of such impacts.</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted with the application. A final CoCP will be agreed with the relevant authority and will detail how the project will minimise the impact of construction works.</p>	
M-02.	MR-07 - Suggestion - Mitigation	<p>Queries concerning the requirement for fencing around MR-07 in proximity to the area known as</p>	<p>At the Statutory Consultation Stage (October -November 2022), MR07 was proposed to enable a little more flexibility for the trenchless crossing directly to the north of Washington.</p>	N

		Jockey's Field and for drainage in the field to be unaffected.	This has been incorporated into the final route. As most of the route at this location will be a trenchless crossing (most likely using a horizontal directional drill) it will not need to be fenced. Only a small piece of MR07 may need fencing but this is to the west of the A24. An Outline Operation Drainage Plan (APP REF: 7.1) has been submitted with the application, the final version of which will need to be agreed with the relevant authority. This plan will detail any additional drainage needed to ensure the overall drainage of the field remains unaffected by the proposals.	
M-03.	MR-07 - Suggestion - School access	A request that provision is made to ensure that access to a forest school in Jockey's Field is not impeded by the construction of MR-07.	It is proposed that a trenchless crossing is used between the cable route, starting from the west side of the A24 and exiting to the east of the A283 near to Rock Common Quarry. These works will not impede on the access to Washington or use of Jockey's Meadow by the forest school.	N

M-04.	MR07 - Neutral - Landscape	A comment noting the planned landscape mitigation for MR-07 and requesting that views of this area from the South Downs National Park would need to be considered.	MR07 is proposed as a trenchless crossing, meaning the majority of it will not be visible. The compounds used at either end of the trenchless crossings are temporary and only used during the construction period. Once construction is complete, the land on cable route will be reinstated to its previous use.	N
M-05.	MR12/13 - Support	A comment in support of the use of trenchless crossings for MR-12 and MR-13	These two trenchless crossings have been incorporated into the final route.	Y Trenchless crossing incorporated into the final route.
M-06.	MR13 - Support - Landscape	A comment supporting the landscape features of MR-13, while noting that it has other potential impacts.	MR13 and the associated trenchless crossing have been incorporated into the final route.	Y Trenchless crossing incorporated into the final route.

6.8.14. **Trenchless crossing**

ID	Code	Issue statement	Notes	Project change (Y/N)
TC-01.	TC30 - Oppose - Biodiversity	Comments expressing concern that the TC30 works to take the cable underground would cause harm to an area of high biodiversity, including a pond that is home to moorhens, newts and ducks.	At the Statutory Consultation Stage (October- November 2022), TC-30 was introduced to pass under mature trees which were connected to Ancient Woodland. TC-30 has not been incorporated into the final cable route.	Y Route not taken forward.
TC-02.	TC30 - Oppose - property damage	Comments expressing concern that vibrations from the TC30 trenchless crossing works would cause damage to nearby properties, including Grade 2 Listed Buildings.	At the Statutory Consultation Stage (October- November 2022), TC-30 was introduced to pass under mature trees which were connected to Ancient Woodland. TC-30 has not been incorporated into the final cable route.	Y Route not taken forward.
TC-03.	TC28/29 - Support	Comments expressing support for trenchless crossings at TC28 and TC29.	These two trenchless crossings have been incorporated into the final route.	Y Trenchless crossing incorporated into the final route.
TC-04.	TC12 - Support	Support for the use of TC-12.	This trenchless crossing has been incorporated into the final route.	Y Trenchless crossing incorporated

				into the final route.
TC-05.	TC12 - Support - Stream	Support for the use of TC-12 on the basis that it avoids impacts on Honeybridge Stream, while asking for clarity on any residual impacts on ancient woodland.	This trenchless crossing has been incorporated into the final route.	Y Trenchless crossing incorporated into the final route.
TC-06.	TC13 - Suggestion/Query - Extend	A request to extend TC-13 at both ends so as to avoid impacts on mature oaks and an area of ancient woodland.	At the Statutory Consultation Stage (October -November 2022), TC-12 was introduced to cross Calcot Wood. This trenchless crossing has been incorporated into the final route. It involves completely crossing Calcot Wood and Spithandle Lane.	N
TC-07.	TC14 - Concern - Land/Property	A concern over the location of TC-14 within a farm, citing the potential impacts on flooding and the complexity of the land that has been selected for the crossing.	At the Statutory Consultation Stage (October- November 2022), TC-14 was introduced to cross Horsahm Road and a tributary of River Adur. This trenchless crossing of the Horsham Road and tributary of the River Adur has been incorporated into the final route. Detailed design will be used to refine the design to ensure that the impact of drilling / the drilling compound is minimised.	N

TC-08.	TC15 - Support - Biodiversity	Support for the use of TC-15 as a means to avoiding impacts on trees.	This trenchless crossing has been incorporated into the final route.	Y Trenchless crossing incorporated into the final route.
TC-09.	TC15 - Concern - Socioeconomic	Comment highlighting the proximity of the route to glamping and bookable accommodation, noting these are sensitive type uses	The environmental assessment considers likely significant air quality, noise and vibration, and population and human health effects during construction and decommissioning of Rampion 2 from the following sources: construction of the onshore infrastructure (landfall, cable corridor and substation) and associated construction traffic, and during the decommissioning phase the removal of equipment and reinstating sites, including associated traffic. The assessment considers residential receptors including holiday accommodating and campsites. A range of embedded environmental measures which relate to air quality, noise and vibration are embedded as part of the Rampion 2 design to remove or reduce significant effects as far as possible. These include avoiding sensitive sites by the project footprint, implementing measures to minimise disturbance as part of a Code of Construction Practice, limitation of construction working hours and the use of acoustic barriers. No Significant Effects	N

			<p>have been identified in relation to potential impacts of Rampion 2 on air quality, noise and vibration from onshore construction, and decommissioning. There is no direct campsite land take in this location however where direct impacts on land uses occur compensation will be paid in payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land</p>	
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			<p>Compensation Act claims) are also entitled to compensation. More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <p>Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure</p> <p>Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers</p> <p>Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers</p> <p>Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-</p>	
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			compensation-to-residential-owners-and-occupiers	
TC-10.	TC16 - Concern - Compound floodplain	Comment noting the siting of TC16 in floodplain and suggesting careful consideration of storage of soils, plant and chemicals	TC-16 (now TC-23) is designed to cross the River Adur, so is necessarily within the floodplain. However, the Horizontal Directional Drilling (HDD) compound has been sited outside of the 0.1% AEP flood zone, meaning that the chance of flood water reaching the compound is considered very low. Nonetheless, further measures to reduce pollution risk are identified in the Commitments Register (APP REF: 7.22).	Y
TC-11.	TC17 - Concern - Flooding	A suggestion that TC-17 and MR-12 could increase flood risks in the area.	At the Statutory Consultation Stage (October – November 2022), MR-12 was introduced to enable the onshore cable corridor to take a more direct. This included the introduction of TC-17, which was introduced to cross a tributary of Cowfold Stream and hedgerows classed as Important under the Hedgerow Regulation. It was identified that MR-12 and TC-17 would be in a medium or high-risk flood area and would interact with hedgerows and a pond. This trenchless crossing has been incorporated into the final route. Detailed design will be used to refine the design to ensure that its impact is minimised.	N

			The Environmental Statement Flood Risk Assessment, Volume 4 (APP REF: 6.4.26.2) considers the potential flood risk arising from the project and concludes that, with mitigations, there is no increased risk.	
TC-12.	TC - Suggestion - King's Lane	A suggestion to provide a trenchless crossing of a private domestic water supply line serving properties near Kings Lane.	A trenchless crossing has not been selected for this location. It is possible to cross such services using a trenched solution without impacting on these services. A survey will be undertaken before works are commenced to identify the precise location of services so that they can be safely crossed.	N
TC-13.	TC19 - Support	Support for TC-19 on the grounds that it would keep the substation further away from the A272.	This trenchless crossing has been incorporated into the final route.	Y Trenchless crossing incorporated into the final route.
TC-14.	TC19/20 - Support - Biodiversity	Support for TC-10 and TC-20 on the basis that they would avoid impacts on the Cowfold Stream and other ecological features.	These trenchless crossings have been incorporated into the final route.	Y Trenchless crossings incorporated into the final route.
TC-15.	TC21 - Support	A statement of support for TC-21.	This trenchless crossing has been incorporated into the final route.	Y Trenchless crossing incorporated



				into the final route.
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6.9. Key statutory consultee responses

Key responses that have been referenced in the Environmental Statement have been reproduced here. Below is a list of responses included:

- List 1
- List 2

7. Targeted route consultation LACR 1D – 24 February to 27 March 2023

7.1. **Publicity**

7.1.1. **Residents letter**



Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park
Whitehill Way
Swindon
SN5 6PB

22nd February 2023

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2)

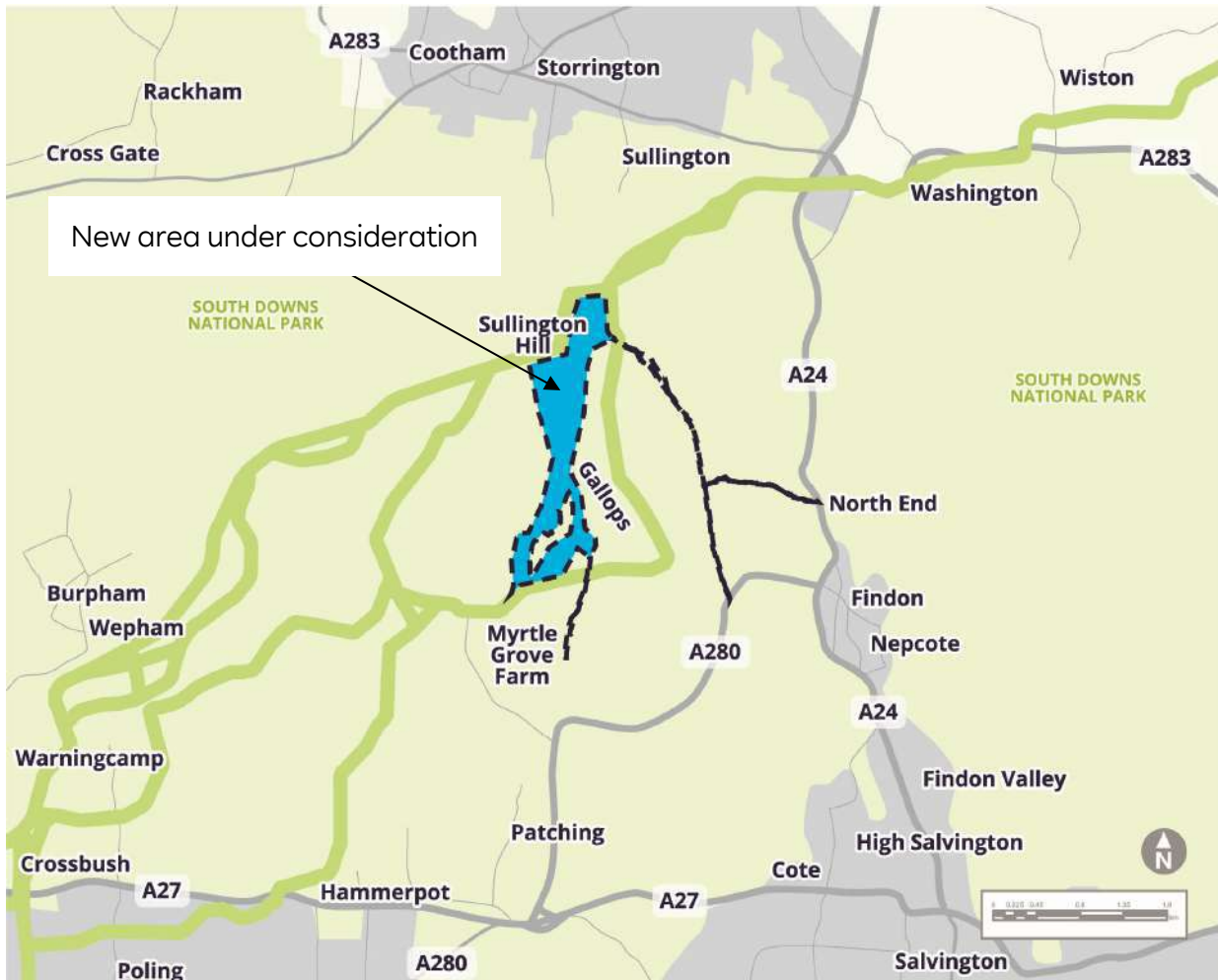
Targeted Onshore Cable Route Consultation: February-March 2023

Further to extensive public consultation on the Rampion 2 wind farm during 2021, the Rampion 2 team followed this by consulting local communities on potential changes to our onshore electricity cable route proposals in October – November 2022.

We have now considered the feedback from our most recent consultation, along with the results of our ongoing environmental and engineering work. Together, this information has helped us identify a further short section of potential alternative electricity cable route. This 3km (approx.) length would run from Myrtle Grove to Sullington Hill, north of Patching in the South Downs National Park.

The Rampion 2 team is therefore undertaking a targeted consultation with relevant landowners, local residents and key public bodies, including the parishes of Patching, Clapham and Storrington & Sullington, before we make final decision on which route to take through this area.

The new area to be considered for this section of cable route is shown in blue in the map below (other cable routes that we have consulted on previously are shown indicatively in green).



We are consulting on this cable route option between Myrtle Grove and Sullington Hill so we can ensure all options that we consider feasible through the area are considered. We will consider the feedback received together with our own further technical work before making a decision on which route to take during spring this year.

You can find more information about our new potential alternative at <https://rampion2.com/consultation/> including a technical report containing information about the potential environmental effects.

We would like people and organisations who live, work and visit the local area in the vicinity of this potential change, to give us their views and we look forward to hearing from you.

Our consultation is open between **24th February and 27th March 2023** and you can respond by any of the following methods:

Online via the Response Form on our project website: www.rampion2.com

By e-mail: Rampion2@rwe.com

By Post: FREEPOST: Rampion 2

If you have any questions, you can also get in touch using the email address above or by calling us on **Freephone:** 0800 2800 886.

Registered office is: RWE, Windmill Hill Business Park, Whitehill Way, Swindon, SN5 6PB

Company Number:12091939

Website: www.rampion2.com

Following the consultation period, our Development Consent Order (DCO) application for the wind farm and its electrical connection is planned to be submitted in summer 2023. Once submitted it will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

Should the project achieve consent approval, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

Yours faithfully

The Rampion 2 Project Team

7.1.2. **Distribution map**



7.1.3. **Example email**

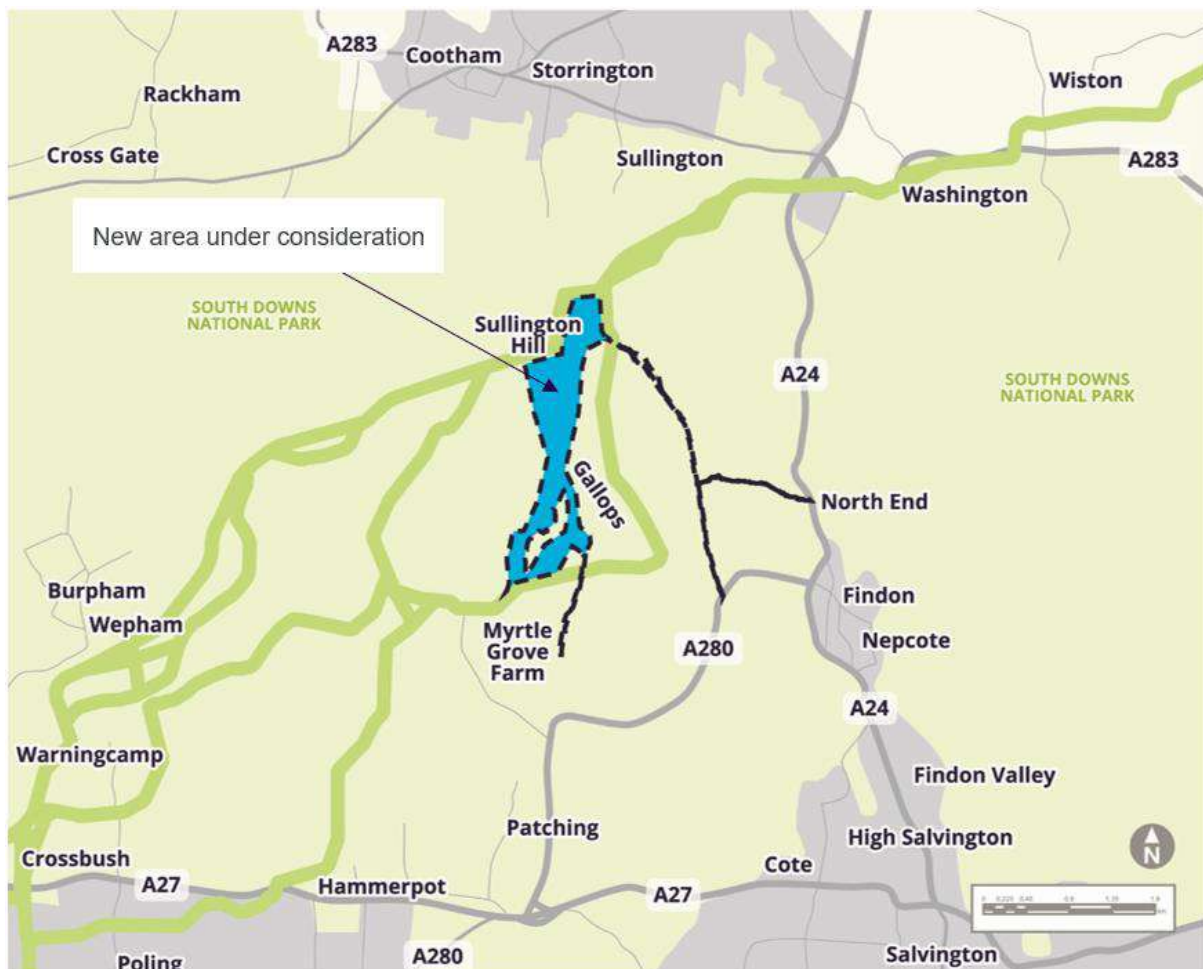
Sent on 22 February 2023

Further to extensive public consultation on the Rampion 2 wind farm during 2021, the Rampion 2 team followed this by consulting local communities on potential changes to our onshore electricity cable route proposals in October – November 2022.

We have now considered the feedback from our most recent consultation, along with the results of our ongoing environmental and engineering work. Together, this information has helped us identify a further short section of potential alternative electricity cable route. This 3km (approx.) length would run from Myrtle Grove to Sullington Hill, north of Patching in the South Downs National Park.

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We are consulting on this cable route option between Myrtle Grove and Sullington Hill so we can ensure that all options we consider feasible through the area are considered. We will consider the feedback received together with our own further technical work before making a decision on which route to take during spring this year.

You can find more information about our new potential alternative at <https://rampion2.com/consultation/> including a technical report containing information about the potential environmental effects. Please note, there is currently a holding page and the full page will go live on Friday morning to coincide with the consultation launch.

We would like people and organisations who live, work and visit the local area in the vicinity of this potential change, to give us their views and we look forward to hearing from you.

Statutory consultees under s42 of the planning act 2008 will be receiving formal notification of this consultation by post.

Our consultation is open between **24th February and 27th March 2023** and you can respond by any of the following methods:

Online via the Response Form on our project website: www.rampion2.com

By e-mail: Rampion2@rwe.com

By Post: FREEPOST: Rampion 2

If you have any questions, you can also get in touch using the email address above or by calling us on **Freephone:** 0800 2800 886.

Following the consultation period, our Development Consent Order (DCO) application for the wind farm and its electrical connection is planned to be submitted in summer 2023. Once submitted it will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

Should the project achieve consent approval, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

Please do not hesitate to get in touch if you would like us to attend a parish council, parish or joint parish meeting to present our draft proposals for this 3km section of the route and take any questions. Alternatively, please let us know if you would like us to engage with you in any other way.

I would be grateful if you could share this information on your parish website and/or newsletter. In addition, Paula Seager from Natural PR will also be in touch with regards to the placement of A4 posters to promote the consultation locally.

Many thanks,

7.1.4. **Press release**

PRESS RELEASE

22 FEBRUARY 2023

Rampion 2 Offshore Wind Farm Team Thanks Sussex Community

Over 800 people attended 20 meetings and events held by the Rampion 2 Team in October and November 2022 and more than 400 people submitted their feedback, during a public consultation on potential changes to a proposed underground cable route through West Sussex.

“We want to thank the Sussex Community for engaging so positively and sharing their local knowledge, concerns and ideas,” said Chris Tomlinson, Development & Stakeholder Manager, Rampion 2, RWE.

“We have been carefully considering consultation responses alongside feedback from earlier public consultations, to help finalise our proposals to deliver clean, green energy to power over one million homes¹ and reduce carbon emissions by around 1.8 million tonnes² per year.”

Consultation feedback has helped shape the cable route which would bring power from the ‘landfall’ - where the cables come ashore at Climping - to the national electricity network at Bolney substation. Key decisions about the proposed cable route have now been made and landowners in those areas will be contacted to discuss the updated proposals over the coming weeks, before final decisions are confirmed to local communities and Parish Councils.

On one remaining short section of the route, consultation feedback helped identify a further alternative to take the cable route around 3km from Myrtle Grove to Sullington Hill, north of Patching in the South Downs. The Rampion 2 team is undertaking a final targeted consultation with relevant landowners and key public bodies, including the parishes of Patching, Storrington & Sullington and Clapham in Horsham District and West Sussex, to arrive at a final decision.

Following the consultation period, the development consent order (DCO) application for the wind farm is planned to be submitted in June 2023, which will be followed by a period of examination.

Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

Maps and details can be found at Rampion2.com

ENDS

Summary Note to Editors on Consultation Process:

For more than two years, the Rampion 2 Offshore Wind Farm team has consulted local communities, as well as statutory and expert organisations and local interest

groups. It has also undertaken a range of engineering and environmental surveys to help inform the proposals.

Consultation on Rampion 2 Offshore Wind Farm started with a non-statutory four-week consultation in early 2021. A nine-week statutory public consultation launched in July 2021 and attracted 12,500 visits to the project website, promoted by a major publicity campaign. The chosen site for the onshore substation, Oakendene, near Cowfold in Horsham District, was announced in July 2022.

This was followed by another statutory public consultation in October and November 2022 on more detailed options for the underground cable route, with over 800 people attending 20 meetings and events and more than 400 submitting written responses. The electricity cable installation from the wind farm to the new electricity substation would be a temporary impact during construction, as all cables would be buried underground.

It was also announced in October 2022 that in response to feedback on visual effects and shipping from key stakeholders, including Natural England, the extent of the offshore wind turbine array sea area had been reduced by nearly half and the maximum number of turbines had been reduced from 116 to 90, whilst still maintaining the potential capacity to generate up to 1200MW.

UK wind energy context:

The cost of offshore wind has halved in just two to three years and is now cheaper than nuclear, gas and coal, while the industry is creating tens of thousands of jobs nationwide. The UK leads the world in offshore wind and the Government is committed to a fivefold increase in offshore wind capacity from 10 gigawatts (GW) in 2020 to 50 GW by 2030. Rampion 2 can make a major contribution to this target.

RAMPION 2 Background:

Rampion 2 is being developed by RWE, one of the UK's most established and experienced renewable energy producers and a global leader in offshore wind. It is developing the project on behalf of a joint venture company including a Macquarie-led consortium (comprising Macquarie European Infrastructure Fund 5, the Green Investment Group and the Universities Superannuation Scheme) and a subsidiary of Enbridge Inc. (a leading North American energy infrastructure company). Together with owners of the existing Rampion offshore Wind Farm they have signed an Agreement for Lease with The Crown Estate (managers of the seabed) securing an option to develop on the site.

References:

¹ based on an average annual domestic household electricity consumption of 3,618 kWh (BEIS, Dec 2019)

² the calculation made using a static figure of 446g/kWh representing the energy mix in the UK (BEIS, July 2020)

7.1.5. **Media coverage**

Date	Publication	Headline
020323	Chichester Observer	Rampion 2 D1 consultation and thanks to Sussex
080323	Bognor Regis Observer	Rampion 2 D1 consultation and thanks to Sussex
080323	West Sussex Gazette	Rampion 2 D1 consultation and thanks to Sussex

7.2. Section 42

7.2.1. Section 42 consultees

7.2.2. Reg 42(1)(a)

Consultee	Name	Address
The relevant AONB Conservation Boards	High Weald AONB	High Weald AONB Unit, Woodland Enterprise Centre, Woodland Enterprise Centre, Hastings Road, Flimwell, Wadhurst , East Sussex , TN57PR
The relevant AONB Conservation Boards	High Weald AONB	High Weald AONB Unit, Woodland Enterprise Centre, Woodland Enterprise Centre, Hastings Road, Flimwell, Wadhurst , East Sussex , TN57PR
The Chichester Harbour Conservancy	Chichester Harbour Conservancy	The Harbour Office, Itchenor, Chichester, West Sussex , PO20 7AW
Isle of Wight AONB	Isle of Wight AONB	Isle of Wight Council, Seaclose Offices, Fairlee Road, Newport, Isle of Wight, PO30 2QS
Canal and River Trust	Canal & River Trust: London and South East	Little Venice and Milton Keynes Offices, First Floor North, Station House, 500 Elder Gate, Milton Keynes, MK9 1BB
Canal and River Trust	Canal & River Trust HQ	National Waterways Museum Ellesmere Port, South Pier Road, Ellesmere Port, Cheshire, CH65 4FW
The Civil Aviation Authority	Civil Aviation Authority (CAA)	Aviation House, Beehive Ringroad, Crawley, West Sussex, RH6 0YR
The Coal Authority	The Coal Authority	200 Lichfield Lane, Mansfield , Nottinghamshire, NG18 4RG
The Crown Estate Commissioners	The Crown Estate	1 St James's Market, London, SW1Y 4AH
The Environment Agency	The Environment Agency: HQ	Head Office, Horizon House, Bristol, BS1 5AH
The Environment Agency	The Environment Agency	Guildbourne House, Chatsworth Road, Worthing, West Sussex, BN11 1LD
Equality and Human Rights Commission	To Whom it May Concern	Third Floor, Windsor House, 50 Victoria Street, London, SW1H 0TL
The Forestry Commission	The Forestry Commission	Bucks Horn Oak, Farnham, Surrey, GU10 4LS
The Forestry Commission	The Forestry Commission	Bucks Horn Oak, Farnham, Surrey, GU10 4LS

OFGEM	OFGEM	10 South Colonnade, Canary Wharf, London , E14 4PU,
The Health and Safety Executive	Health and Safety Executive	NSIP Consultations, Building 1.2, Redgrave Court, Merton Road, Bootle, Merseyside, L20 7HS
Historic England	Historic England	4th Floor, Cannon Bridge House, 25 Dowgate Hill , London , EC4R 2YA
Historic England	Historic England	Floor 4, Cannon Bridge House, 25 Dowgate Hill , London , EC4R 2YA
The Joint Nature Conservation Committee	Joint Nature Conservation Committee (JNCC)	Quay House, 2 East Station Road, Fletton Quays, Peterborough, PE2 8YY
The Marine Management Organisation	Marine Management Organisation (MMO)	, Lancaster House, Hampshire Court, Newcastle upon Tyne , NE4 7YH
The Marine Management Organisation	Marine Management Organisation (MMO)	, Lancaster House, Hampshire Court, Newcastle upon Tyne , NE4 7YH
The Maritime and Coastguard Agency	Maritime and Coastguard Agency (MCA)	Spring Place, 105 Commercial Road, Southampton, SO15 1EG
National Air Traffic Services	National Air Traffic Services	4000 Parkway, Whiteley, Fareham, Hampshire, PO15 7FL
The National Health Service Commissioning Board	NHS Sussex,	Wicker House, High Street, Worthing , BN11 1DJ
The relevant Clinical Commissioning Group	NHS West Sussex Clinical Commissioning Group,	NHS West Sussex (CCG), Wicker House, High Street, Worthing , BN11 1DJ
Office of Rail Regulation and Approved Operators	The Office of Rail Regulation (ORR)	Office of Rail and Road, 25 Cabot Square, London, E14 4QZ
Railways	Network Rail Infrastructure Ltd	Network Rail Property (Southern), 1 Puddle Dock, London, EC4V 3DS
The UK Health Security Agency (UKHSA)	The UK Health Security Agency (UKHSA)	Nobel House, 17 Smith Square, London, SW1P 3JR
The relevant fire and rescue authority	West Sussex Fire and Rescue Service	West Sussex Fire & Rescue Service Service headquarters, County Hall, Chichester , West Sussex , PO19 1RQ
The Relevant Highways Authority	West Sussex County Council	County Hall, West Street, Chichester, PO19 1RQ
The relevant strategic highways company	Highways England - South East	National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham, B32 1AF

The relevant internal drainage board (Arun)	c/o The Environment Agency	Guildbourne House, Chatsworth Road, Worthing, West Sussex, BN11 1LD
The relevant police and crime commissioner	Sussex Police and Crime Commissioner	Office of the Sussex Police & Crime Commissioner, Sackville House, Brooks Close, Lewes, East Sussex, BN7 2FZ
The Secretary of State for Defence	Ministry of Defence	St George's House, DIO Headquarters, DMS Whittington, DMS Whittington, Lichfield, Staffordshire, WS14 9PY
Trinity House	Trinity House	Trinity House, Tower Hill, London , EC3N 4DH
Shoreham Port	Julian Seaman	Nautilus House, 90-100 Albion Street, Southwick, Brighton, BN42 4ED
Royal National Lifeboat Institute	RNLI	West Quay Road, Poole, Dorset, BH15 1HZ

7.2.3. Regulation 42(1)(b) and 43(1)

Consultee	Name	Title	Address
Adur & Worthing District Council	Dr Catherine Howe	Chief Executive	Worthing Town Hall, Chapel Road, Worthing, BN11 1HA
Adur & Worthing District Council	Mr Andy Willems	Head of Place & Economy	Worthing Town Hall, Chapel Road, Worthing, BN11 1HA
Arun District Council	Mr James Hassett	Chief Executive Officer and Head of Paid Service	Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
Arun District Council	Mr Neil Crowther	Group Head of Planning	Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
Arun District Council	Mr Karl Roberts	Director of Place	Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
Brighton and Hove City Council	Mr Max Woodford	Assistant Director of City Development and Regeneration	Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ

Brighton and Hove City Council	Mr Geoff Raw	Chief Executive	Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ
Chichester District	Mr Tony Whitty	Divisional Manager, Development Management (Planning, Tree Protection & Planning Enforcement)	East Pallant House, Chichester , PO19 1TY
Crawley Borough Council	Ms Natalie Brahma-Pearl	Chief Executive	Town Hall, The Boulevard, Crawley , RH10 1UZ
East Sussex County Council	Mr Rupert Clubb	Director of Communities, Economy & Transport	County Hall, St Anne's Crescent, Lewes, East Sussex , BN7 1UE
East Sussex County Council	Mr Edward Sheath	Head of Service Planning and Environment	County Hall, St Anne's Crescent, Lewes, East Sussex , BN7 1UE
Hampshire County Council	Mr Edward Heron	Executive Lead Member for Transport and Environment Strategy	The Castle, Winchester, SO23 8UJ
Havant Borough Council	Ms Kim Sawyer	Interim Chief Executive	Public Service Plaza, Civic Centre Rd, Havant, PO9 2AX
Horsham District Council	Mrs Kate Rowbottom	Chief Executive	Parkside, Chart Way, Horsham, West Sussex, RH12 1RL
Horsham District Council	Mr Matthew Porter	Senior Planning Officer	Parkside, Chart Way, Horsham, West Sussex, RH12 1RL
Horsham District Council	Ms Emma Parkes	Head of Development	Parkside, Chart Way, Horsham, West Sussex, RH12 1RL
Isle of Wight Council	Mr Russell Chick	Planning Team Leader, Planning Services	Seaclose Offices, Fairlee Road , Newport, Isle of Wight, PO30 2QS
Isle of Wight Council	Mrs Clare Critchison	Chief Executive	County Hall, High Street, Newport, Isle of Wight , PO30 1UD
Lewes District and Eastbourne	Mr Robert Cottrill	Chief Executive	Southover House, Southover Road, , Lewes, East Sussex, BN7 1AB

Borough Councils			
Lewes District and Eastbourne Borough Councils	Mr Peter Sharp	Head of Regeneration (Lewes District Council)	Southover House, Southover Road, , Lewes, East Sussex, BN7 1AB
Lewes District and Eastbourne Borough Councils	Mr Ian Fitzpatrick	Director of Regeneration and Planning and Deputy Chief Executive	Eastbourne Borough Council, 1 Grove Road, Eastbourne, East Sussex, BN21 4TW
Mid Sussex District Council	Ms Kathryn Hall	Chief Executive	Oaklands, Oaklands Road, Haywards Heath, West Sussex, RH16 1SS
Mid Sussex District Council	Mr Stuart Malcolm	Senior Planning Officer	Oaklands, Oaklands Road, Haywards Heath, West Sussex, RH16 1SS
Mole Valley District	Ms Karen Brimacombe	Chief Executive	Pippbrook, High Street, Dorking, Surrey , RH4 1SJ
Portsmouth City Council	Mr David Williams	Chief Executive	Civic Offices, Guildhall Walk, Portsmouth , PO1 2AL
South Downs National Park	Mr Trevor Beattie	Chief Executive	South Downs Centre, North Street, Midhurst, West Sussex, GU29 9DH
South Downs National Park	Mr Tim Slaney	Director of Planning	South Downs Centre, North Street, Midhurst, West Sussex, GU29 9DH
South Downs National Park	Ms Vicki Colwell	Principal Planning Officer	South Downs Centre, North Street, Midhurst, West Sussex, GU29 9DH
Surrey County Council	Ms Joanna Killian	Chief Executive	11 Woodhatch Rd, Cockshot Hill, Reigate , Surrey , RH2 8EF
Tandridge District Council	Mr David Ford	Chief Executive	8 Station Rd E, Oxted , Surrey , RH8 0BT
Waverley Borough Council	Mr Tom Horwood	Chief Executive	The Burys, Godalming, Surrey , GU7 9TH
Wealden District Council	Mr Trevor Scott	Chief Executive	Council Offices,, Vicarage Lane, Hailsham, BN27 2AX
West Sussex Council	Mr Michael Elkington	Head of Planning Services - Highways, Transport, and Planning Directorate	County Hall, West Street, Chichester , PO19 1RQ

West Sussex Council	Ms Becky Shaw	Chief Executive	County Hall, West Street, Chichester , PO19 1RQ
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7.2.4. Relevant parish councils

Name	Address
Clapham Parish Council	Westward Cottage, Westward Lane, West Chiltington, RH20 2PA
Findon Parish Council	32 Normandy Lane, East Preston, West Sussex, BN16 1LY
Patching Parish Council	Clapham & Patching Town Hall, 201 Long Furlong, Clapham, Worthing, BN13 3UT
Storrington and Sullington Parish Council	The Parish Hall, Thakeham Road, Storrington, Nr Pulborough, West Sussex , RH20 3PP

7.2.5. Additional non-prescribed consultees

Consultee	Group	Address
Sussex Resilience Forum	The Local Resilience Forum	Sussex Police (shared) Headquarters, Church Lane, Malling, Lewes, BN7 2DZ
London & South Eastern Railway Limited	Trains (Railways)	PO Box 10422, Unit 16 Coalfield Way, Ashby-De-La-Zouch, Leicestershire, LE65 9EL
Govia Thameslink Railway	Trains (Railways)	PO Box 10240, Ashby-De-La-Zouch, Leicestershire, LE65 9EB

7.2.6. **Example section 42 notification**

High Weald AONB
Co-Director Jason Lavendar
High Weald AONB Unit, Woodland
Enterprise Centre,
Woodland Enterprise Centre,
Hastings Road,
Flimwell, Wadhurst
TN57PR

Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park
Whitehill Way
Swindon
SN5 6PB

22nd February 2023

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Notice pursuant to Section 42 of the Planning Act 2008

In Summer 2021 Rampion Extension Development Ltd (the Applicant) carried out a statutory consultation pursuant to Section 42 of the Planning Act 2008 (the Act) in respect of its proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. This was then opened again for a period of time for a specific category of stakeholders in early 2022. A supplementary consultation on potential amendments to the onshore electricity cable corridor was then undertaken in Autumn of 2022.

In considering the responses to those consultation exercises and having regard to stakeholder and landowner feedback, engineering considerations and further environmental assessment information, the Applicant has identified one further alternative cable route and additional access options which are located both beyond and within the previously identified onshore cable corridor.

The purpose of this letter is to consult you on this potential amendment to the onshore cable route. This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008 (the Act).

You are being specifically consulted on the proposals because either;

- **You have, or may have, an interest in land which is the subject of the current proposed potential route alterations. You may have already been separately contacted by the applicant, or land agent acting on behalf of the applicant in that regard; or**
- **You are a statutory consultee, pursuant to Section 42 of the Act.**

- **You are another person or body to whom we believe this proposal may be of interest**

The Act sets out procedures for applications for categories of development that are identified as 'Nationally Significant Infrastructure Projects' (NSIPs). The categories of development are set out within the Act and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm and its associated electrical connection. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the Planning Inspectorate and a recommendation will be made to the relevant Secretary of State, who will then decide whether or not to approve the DCO.

Consultation

This consultation is being carried out in relation to the proposed alternative to the onshore cable route to inform the design of the project. Responses to the consultation will be considered and details of how the final project proposals have had regard to the consultation responses will be explained in the Consultation Report to be submitted with the application.

The Land Affected

The whole application relates to an offshore area adjacent to the existing Rampion offshore wind farm. Export cables from the wind farm to the landfall at Climping in West Sussex will be buried under the sea bed. The onshore elements of the proposal comprise a transmission cable route running from the landfall site at Climping to a new project substation at the Oakendene Site, near Cowfold in Horsham District. The cable route then connects to the existing National Grid Bolney Substation, at Twineham, Mid Sussex.

The land to which the changes in this current consultation relate is in the South Downs National Park, within the parishes of Patching, Clapham and Storrington & Sullington. We are proposing an alternative cable route, 3km (approx.) in length, from Myrtle Grove to Sullington Hill, north of Patching.

The Rampion 2 team is therefore undertaking a targeted consultation with relevant land interests, local residents and key public bodies, including the parishes of Patching, Clapham and Storrington & Sullington, before we make a final decision on which route to take through this area.

Registered office is: RWE, Windmill Hill Business Park, Whitehill Way, Swindon, SN5 6PB

*Company Number: 12091939
Website: www.rampion2.com*

The Proposals

The offshore windfarm proposals comprise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a corridor, the majority of which shall have a temporary working width of up to 50m;
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District.
- Underground cables between the new Oakendene substation site and the existing National Grid Bolney substation to connect the offshore wind farm to the national electricity transmission system;

This consultation relates to a potential alternative cable route along part of the onshore electricity connection.

Consultation materials are available to view or download from the project website <https://rampion2.com/consultation-2023> . This includes the following:

- Consultation proposals;
- Other documents, plans and maps showing the nature and location of the proposal;
- Further Supplementary Information Report (FSIR) to the PEIR – this is the main document where you can find out about our preliminary assessment of the environmental effects of this change. To understand the FSIR, you may also wish to read the:
 - Preliminary Environmental Information Report (PEIR) and Non-Technical Summary (NTS) to the PEIR;
 - Supplementary Information Report (SIR) to the PEIR; and
- the Consultation Response form.

Hard copies of the consultation documentation can be provided on request made via the contact details below and may be subject to a fee. Consultation materials can also be provided on a USB drive on request.

Registered office is: RWE, Windmill Hill Business Park, Whitehill Way, Swindon, SN5 6PB

*Company Number: 12091939
Website: www.rampion2.com*

Consultation responses

Comments are invited on the proposals. The Act allows a minimum period of 28 days for this consultation from the day after receipt of this letter and enclosures. We have therefore applied a deadline for receipt of responses of **27th March 2023**. Please respond by any of the following methods:

Online via the Response Form on our project website: www.rampion2.com

By e-mail: Rampion2@rwe.com

By Post: FREEPOST: Rampion 2

If you have any questions, you can also get in touch using the email address above or by calling us on **Freephone:** 0800 2800 886.

Yours faithfully

The Rampion 2 Project Team

Registered office is: RWE, Windmill Hill Business Park, Whitehill Way, Swindon, SN5 6PB

*Company Number: 12091939
Website: www.rampion2.com*

7.3. Section 44

7.3.1. Example section 42 notification sent to PWILs (under section 44)

2 Snow Hill
Birmingham
B4 6GA
T: 0121 794 6250

Our ref: s42 Land Interest
Consultation

22nd February 2023

Dear Sir or Madam,

Rampion 2 – Consultation: 24th February – 27th March 2023

We are contacting you, on behalf of Rampion Extension Development Limited (RED), regarding the proposals being developed for Rampion 2, an offshore wind farm adjacent to the existing Rampion Offshore Wind Farm. We are writing to you as we believe you have an interest in a property or land within the area that may potentially be affected by the project as a result of a proposed electricity cable route alternative as detailed below.

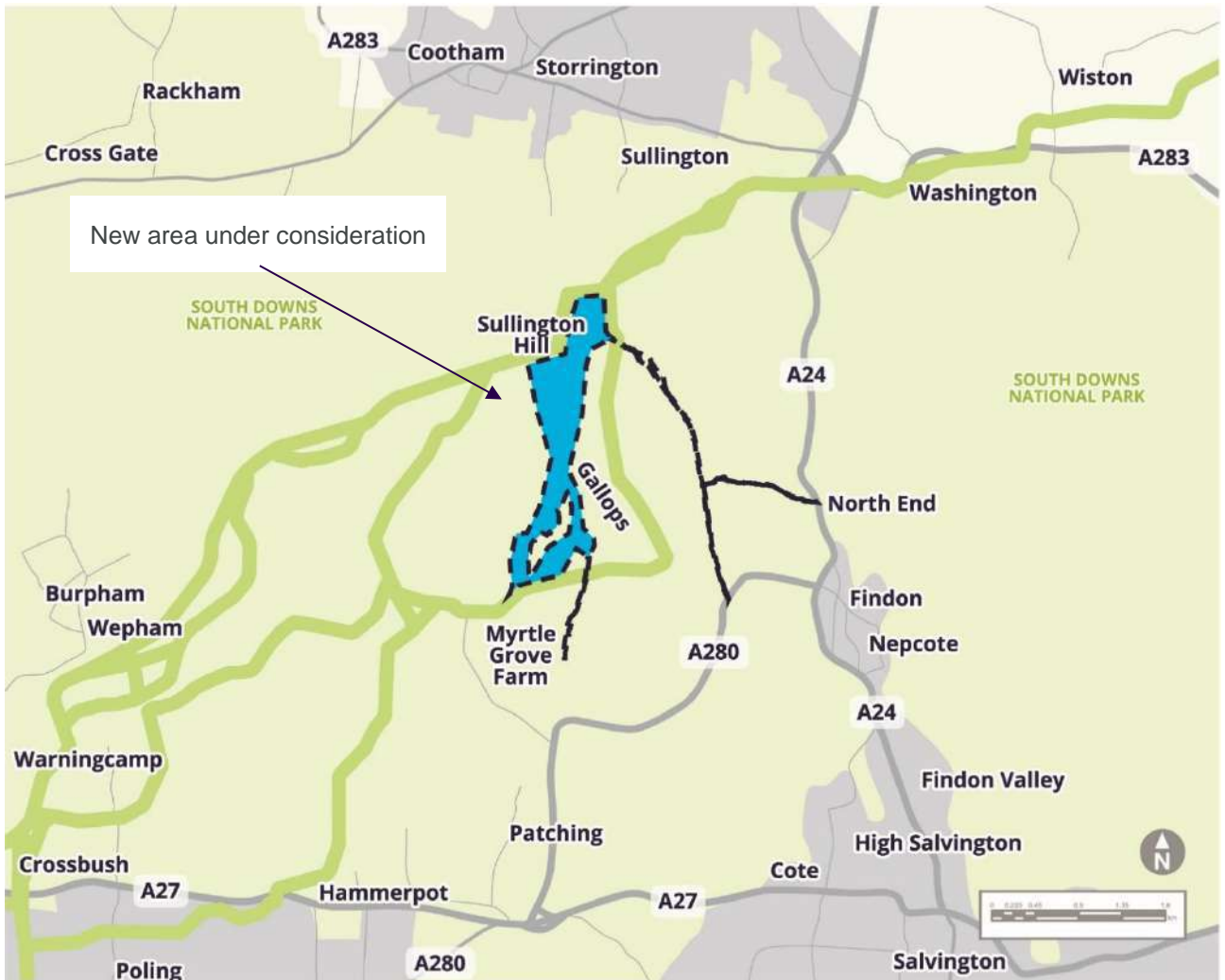
Further to extensive public consultation on the Rampion 2 wind farm during 2021, the Rampion 2 team followed this by consulting on potential changes to our onshore electricity cable route proposals in October – November 2022.

We have now considered the feedback from our most recent consultation, along with the results of our ongoing environmental and engineering work. Together, this information has helped us identify a further short section of potential alternative electricity cable route. This 3km (approx.) length would run from Myrtle Grove to Sullington Hill, north of Patching in the South Downs National Park.

The new area to be considered for this section of cable route is shown in blue in the map below and is on the enclosed plans (other cable routes that we have consulted on previously are shown indicatively in green below). You can find more information about our new potential alternative at <https://rampion2.com/consultation/> including a technical report containing information about the potential environmental effects.

We are consulting on a broad corridor for this new alternative (which we are calling LACR-01d) so that we can ensure that all options that we think are feasible through the area are considered.

The purpose of this letter about our consultation is to invite you, as someone with an interest in a property or land, to submit your comments / representations on the proposed alternative option LACR-01d for our onshore electricity cable route and associated accesses. We enclose the “works plans” identifying the proposed project boundary change required to accommodate this option, and a copy of our “s42 letter”, which we are legally required to send to you. The s42 letter sets out how you can respond to our consultation.



Further information about the project that was available during the previous consultation periods, including environmental information and works plans for the whole cable route, is also available on the project website www.Rampion2.com. Please do contact us at rampion@carterjonas.co.uk if you would like to discuss the proposed project and how your land interest may be affected by this proposed alternative.

Following the consultation period, our Development Consent Order (DCO) application for the offshore wind farm and its electrical connection is planned to be submitted in summer 2023. Once submitted it will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State. Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

We look forward to receiving your comments to enable Rampion 2 to consider their final onshore electricity cable route proposals.

Yours faithfully



For and on behalf of Carter Jonas

Enc: Targeted Onshore Works Plans
"Section 42" letter

7.4. Consultation material

7.4.1. Website

Materials remain live via the website: <https://rampion2.com/consultation-2023/consultation-proposals-2023/>

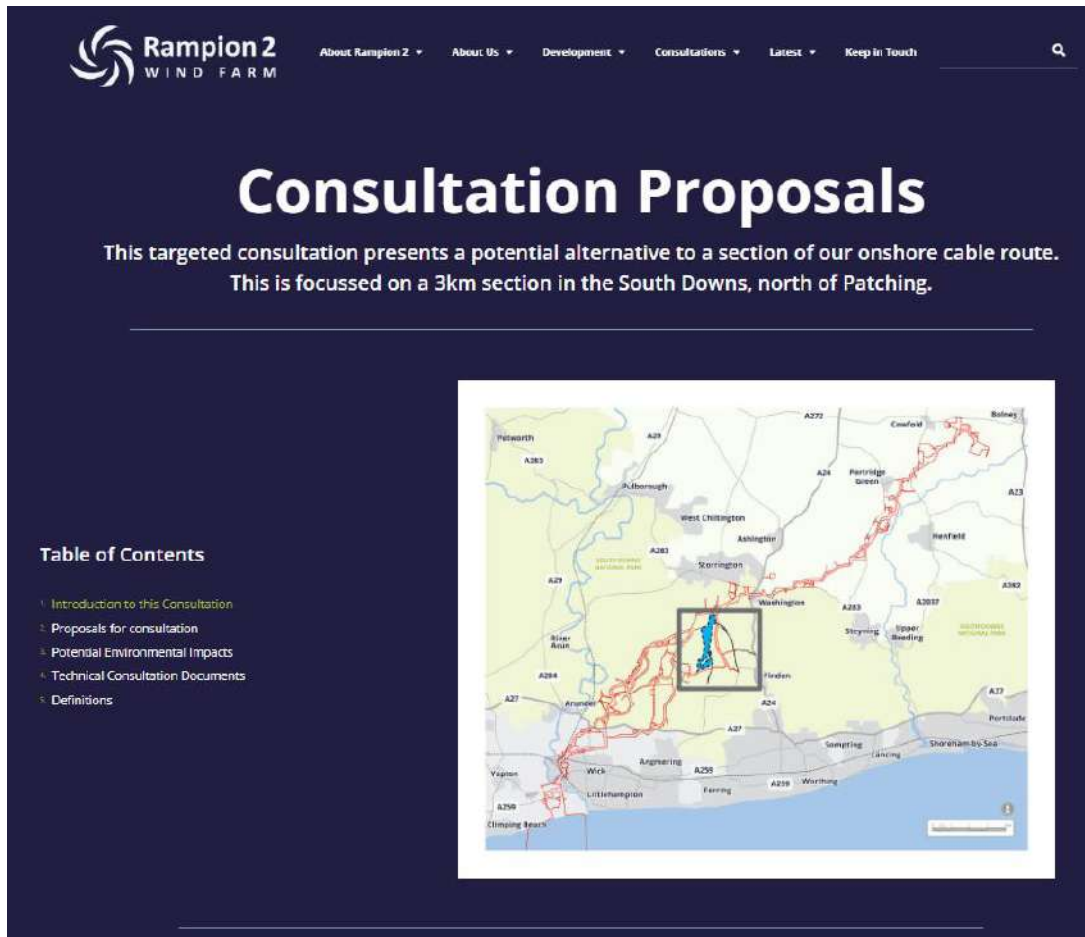


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- 1 Introduction to this Consultation
- 2 Proposals for consultation
- 3 Potential Environmental Impacts
- 4 Technical Consultation Documents
- 5 Definitions

Introduction to this Consultation

This consultation is limited to a potential alternative to part of our onshore cable route. The onshore cable route would cover an overall distance of approximately 40km, but the works to install the cables would only be temporary. The land affected by the installation works would be fully restored back to its former condition once complete, other than occasional access covers for maintenance.

We are doing this consultation because of feedback we have received from our previous consultations and ongoing engagement, along with our own engineering and environmental work, in this part of the cable route.

We have created a corridor for an alternative cable route in the South Downs. We would install around 3km of cables underground within this corridor, which is an alternative to our previous routes in the area. The exact location of the cable within this corridor would be informed by feedback and further technical work.

Here you will find a summary of the new potential alternative and where it is on the overall cable route. You can respond based on this, or you can read more in our technical consultation document. This includes more detailed information about potential environmental effects associated with this potential change in our 'Preliminary Environmental Information Report – Further Supplementary Information Report (or 'PEIR FSIR for short). The PEIR FSIR adds environmental information about this new potential alternative to the PEIR and PEIR SIR we consulted on previously.

The potential alternative to the onshore cable corridor is the focus of this consultation. All feedback received will be considered alongside the feedback already received on our original cable route proposals. This will help us reach a final decision on whether to adopt this potential alternative for our final proposals, which we will submit in our consent application in summer 2023.

We use some technical terminology in the remainder of this consultation. Please do read the 'definitions' at the bottom of this page if this helps.



Proposals for consultation

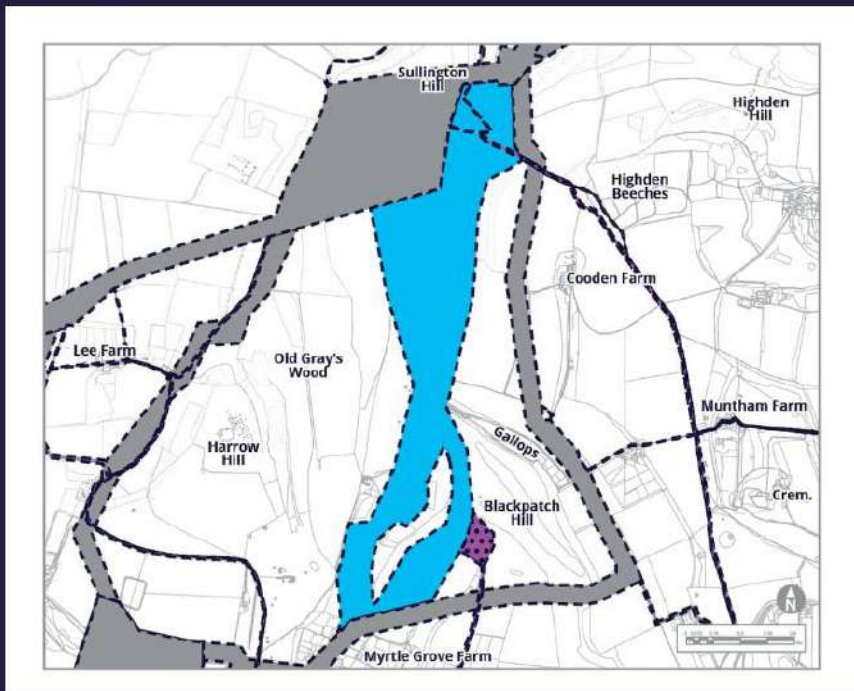
We are consulting on a further potential cable corridor in the South Downs in the vicinity of Longfurlong, north of Patching.

This is the area in which we previously presented our Longer Alternative Cable Routes (LACR) 1b and 1c.

Our corridor would link to LACR-01c on which we consulted last year and described in the PEIR SIR. It would leave at Myrtle Grove in the south and re-join at Sullington Hill in the North. This means that this section of route is part of LACR-01, which we presented at our supplementary consultation last Autumn 2022.

For consistency, we have named this section LACR-01d. We are also interested in your comments on potential construction and/or operational access routes shown on the plan.

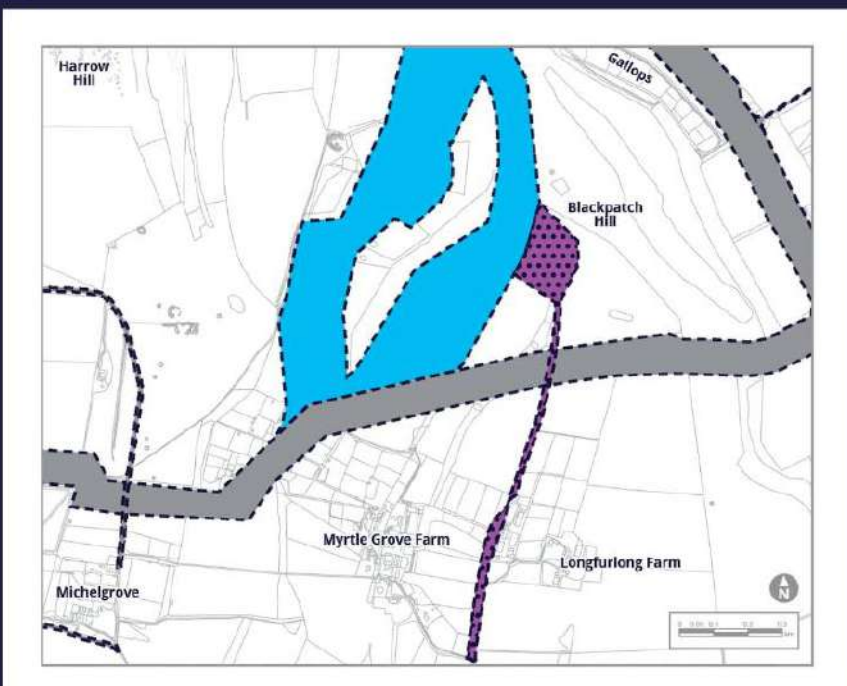
Longer alternative cable route 01D



LACR 1d is approximately 3km in length and cable installation works would be undertaken by open-cut trenching. While our working area would be no more than 50m wide, we are presenting a wider corridor within which this cable route could go.

This corridor contains two branches to the south, and a broad area to the north. We will determine a more precise cable route within this corridor taking into account feedback from this consultation and further technical work.

Southern end

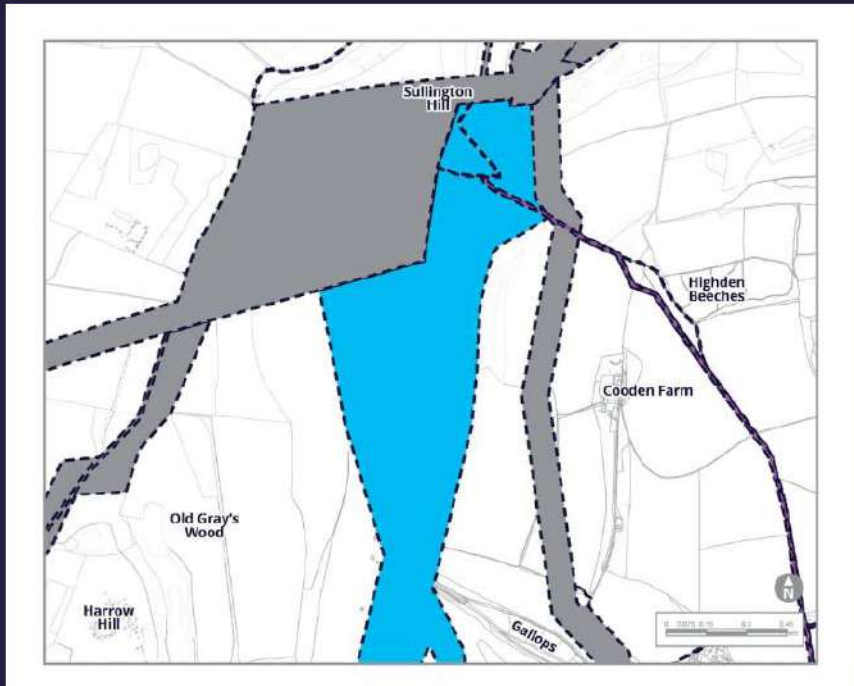


In the south, our potential cable corridor leaves our LACR-1c in the vicinity of Myrtle Grove Farm in Patching Parish. The two branches of the corridor run to the north, and the north east, separated by an escarpment. Only one of these branches would be used for the cable route.

The western branch would run up the valley between Harrow Hill and Blackpatch Hill. The eastern branch would skirt Blackpatch Hill, avoiding the summit. Both branches would need to cross bridleway 2173, and footpath 2262, both of which would also have been crossed by LACR-01c.

The branches combine at the Gallops north of Blackpatch Hill. Most of the cable corridor in this area would be in open fields.

Northern end

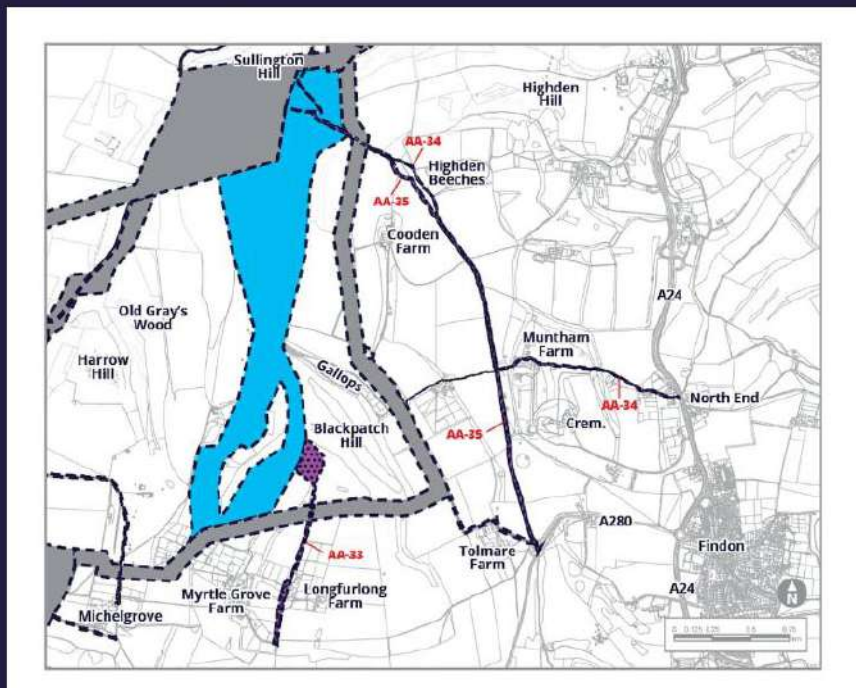


To the north, the corridor broadens out between brideway 2173 and a gully to the east. This area rises from south to north up to the ridge of the South Downs Way at Sullington Hill. If the cable is located to the western side of the corridor, it would cross brideway 2282/4, which would also have been crossed by our previously consulted cable route.

The cable would then re-join our cable route either to the east, joining LACR-1c, or to the north, on the route consulted on in 2021. In this area, it may then also cross other public rights of way, in the same way that our previously consulted routes would have.

As previously consulted, we would use horizontal directional drilling to take the cable down Sullington Hill. Most of the cable corridor in this area is in open fields.

Construction and operational access



We will require access for construction, and for operational maintenance. Construction access will be used for the construction period only, and may be used by heavy vehicles. Access for operational maintenance may be needed occasionally by lighter vehicles once the project is up and running.

We are proposing to use the same access points for LACR-1d as we previously consulted for LACR-1c, but with the routes extended to reach the new potential cable corridor. To the south we would use Alternative Access AA-33 from Longfurlong Lane as a construction access, and also retain rights to use the route for operational access. To the east we would use Alternative Access AA-35 from an existing access on Longfurlong (the A280) for construction.

We would use a modified version of this, Alternative Access AA-34 from the A24 at North End past Muntham Farm, as our permanent operational access.

Potential Environmental Impacts

LACR-01d introduces the potential for new effects on the environment, which are assessed in our PEIR FSIR (click the link below to read this). This document also presents mitigation measures embedded into our design, which would reduce these impacts.

During the construction period, some public rights of way will need to be temporarily diverted or interrupted, including the South Downs Way. We would seek to reduce these impacts, but currently consider this is likely to have a significant impact over what we had previously assessed.

The route would pass through the South Downs National Park and two Landscape Character Areas. The route would also pass through several hedgerows and treelines (depending on alignment) which we would replant afterwards. We consider that the construction phase of our project is likely to result in a significant temporary effect on landscape, both in this location and for our other previously consulted routes in this area.

Like the other longer alternative cable routes we consulted on last year, this route and accesses will introduce a small number of new potential receptors into proximity in respect of air quality. We do not think that there will be any change in the noise effects previously assessed, and we expect the traffic impacts to be within the levels that we have already assessed.

This route passes through pasture and arable fields, including some semi-improved grassland. This may be considered a Priority Habitat if in good condition, but this will need further survey work to confirm. At the northern end is the Sullington Hill Local Wildlife Site, in which we would use trenchless crossing to minimise impacts on ecology.

We do not think that this alternate route changes our assessment of soils and agriculture. Nor have we identified any new sources of ground contamination within this corridor. Since our last consultation, a hydrogeological risk assessment has been undertaken, which concludes that there would likely not be any significant effect on the water environment.

There are no existing built historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods, including prehistoric and Roman. If this route corridor is selected, we would undertake further site surveys to seek to avoid identified features, and help us plan to address anything we might encounter.

Considering the implementation of embedded environmental measures that we have included, we have identified new or different significant residual effects which would alter the assessment outcomes and conclusions presented in the PEIR for socio economics, LVIA, and historic environment. You can read more detail about how we reached these conclusions at the PEIR FSIR link below.

Technical Consultation Documents

New

Preliminary Environmental Information Report: Further Supplementary Information Report (PEIR FSIR)

Works Plans (LACR-1d)

Previously Published

Outline Code of Construction Practice

Works Plans

Preliminary Environmental Information Report: Supplementary Information Report (PEIR SIR)

PEIR (original)

Definitions

Longer Alternative Cable Route (LACR):

Just north of Lyminster we previously introduced two much longer alternative cable routes several kilometres in length, so we have named them differently to make them clearer.

Option 01d forms part of one of these LACR.

Alternative Access (AA):

New accesses for construction and/or operation which we are considering to get access from the local highway network.

Open trenching:

Most of our cable route will be installed by digging a trench and putting ducts in. Ducts are like tubes that we join together. The cables are then pulled through the ducts later. Using ducts allows us to dig shorter trenches at a time and reinstate the ground above them more quickly.

Trenchless crossing (TC):

In some locations we will need to drill or bore under obstacles such as rivers, railways and Climping Beach. This avoids disturbing the environment above or stopping transport services. A temporary drilling construction compound is needed at each end of the works.

Receptors:

Something that could be affected by our works, for example, a property or nature conservation site that might hear construction noise. We identify receptors to understand the potential effect of our project.

Cable route:

The route for our electricity cables from the landfall to the Bolney substation, via our

own onshore project substation. The cables would be laid underground over a normal construction width of 50m, including our temporary construction works and the 20m permanent space we need for cables.

Cable corridor:

A wider corridor is often shown beyond our cable route, to allow flexibility, which we will decide whether to keep after our consultation.

Construction traffic:

This could run along our actual cable route, dedicated access routes we create, or on the local highway network.

Construction access:

Used for construction vehicles to get to our cable route from the local highway network.

Operational access:

Used by vehicles to monitor or maintain our cables during operation of the wind farm.

PEIR:

Our Preliminary Environmental Information Report (PEIR) is an initial assessment of the original project, consulted on in summer 2021.

PEIR SIR:

Our PEIR Supplementary Information Report (SIR) provided extra information on the changes that were the subject of our autumn 2022 consultation.

Work Plans:

Plans prepared to show the general categories of works in the new area we are consulting on.

7.4.2. **Response form**



Rampion 2: Targeted onshore cable route consultation

Alternative cable route between Myrtle Grove and Sullington Hill

Please complete this consultation response form to let us know your views on a potential alternative to a section of our onshore cable route. This is focussed only on a potential alternative 3km cable route section between Myrtle Grove and Sullington Hill. Please note, this consultation is not revisiting any other part of the project such as the offshore elements, the onshore electricity substation or any other part of the onshore cable route.

The closing date for responses is Monday 27th March 2023 at 23:59.

We welcome **all** comments and feedback on the potential alternative onshore cable route. Your feedback is important to us and will help us decide our final proposed onshore cable route. This will then form part of our Development Consent Order (DCO) application to be submitted later this year, which will be accompanied by a Consultation Report. Our Consultation Report will explain how all comments received during the consultation have been considered and taken into account.

The Data Protection Act 2018

We are committed to protecting your personal information. Whenever you provide such information it will be processed in compliance with the General Data Protection Regulation (GDPR) by Rampion 2.

How will Rampion 2 use the information we collect about you?

We will use your personal data collected via this engagement for a number of purposes, including to:

- analyse your feedback to the consultation
- produce a Consultation Report, based on our analysis of responses (individuals will not be identified in the report)
- write to you with updates about the results of the consultation and other developments
- keep up-to-date records of our communications with individuals and organisations

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- Rampion 2;
- The Planning Inspectorate (which will consider our DCO application for permission to build Rampion 2);
- The Secretary of State for the Department for Energy Security and Net Zero (DESNEZ) (who will take the decision on our DCO application);
- our legal advisers;
- consultants working on the Rampion 2 project


It is also possible that trusted third-party providers, for example construction companies, may later use the contact details provided in your responses to communicate with you about the project.

What rights do I have over my personal data?

Under the terms of the GDPR, you have certain rights over how your personal data is retained and used by Rampion 2. For more information see our full data privacy notice via this link:

<https://rampion2.com/privacy-policy/>

Consultation Questions

Q1.	Alternative cable route section between Myrtle Grove and Sullington Hill	p.4
Q2.	Environmental information	p.5
Q3.	Other comments	p.6
Q4.	The consultation	p.7
Q5.	About you	p.8
	How to submit your Response Form	p.11

1. Alternative cable route section Between Myrtle Grove and Sullington Hill

Please see **the alternative cable route section** in our consultation proposals for more details.

Q1a. Do you support or oppose our potential alternative cable route section presented between Myrtle Grove and Sullington Hill?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Q1b. Please let us know the reasons for your response to **Q1a**.

2. Environmental Information

We have prepared more environmental information about the potential alternative in the Further Supplementary Information Report, which is part of this consultation.

To what extent do you agree that we have identified and assessed the important issues?

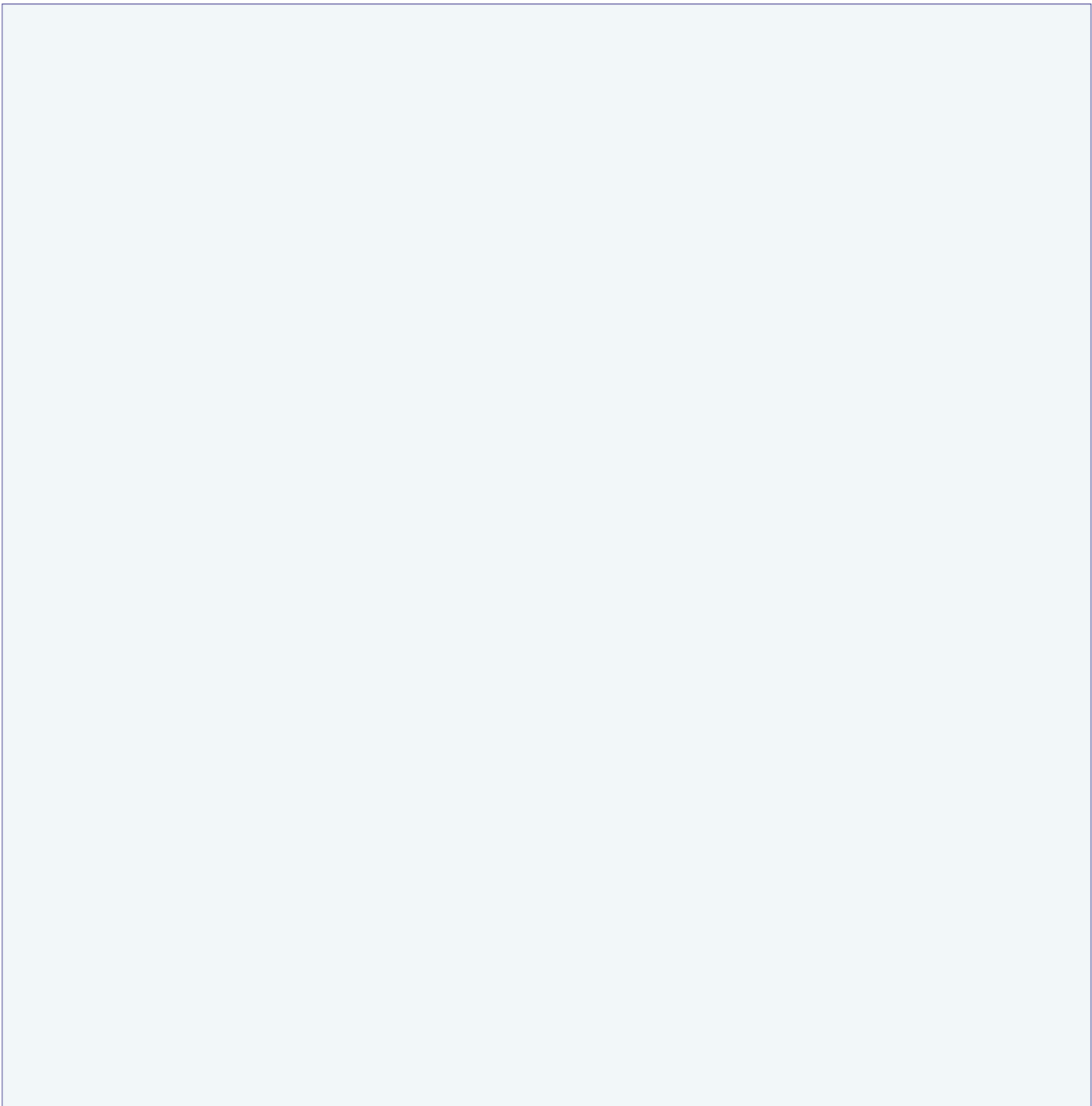
Do you have any suggestions for additional impacts and issues we should consider and ways in which our potential alternative could be improved to mitigate impacts to the environment and local community?



3. Other comments

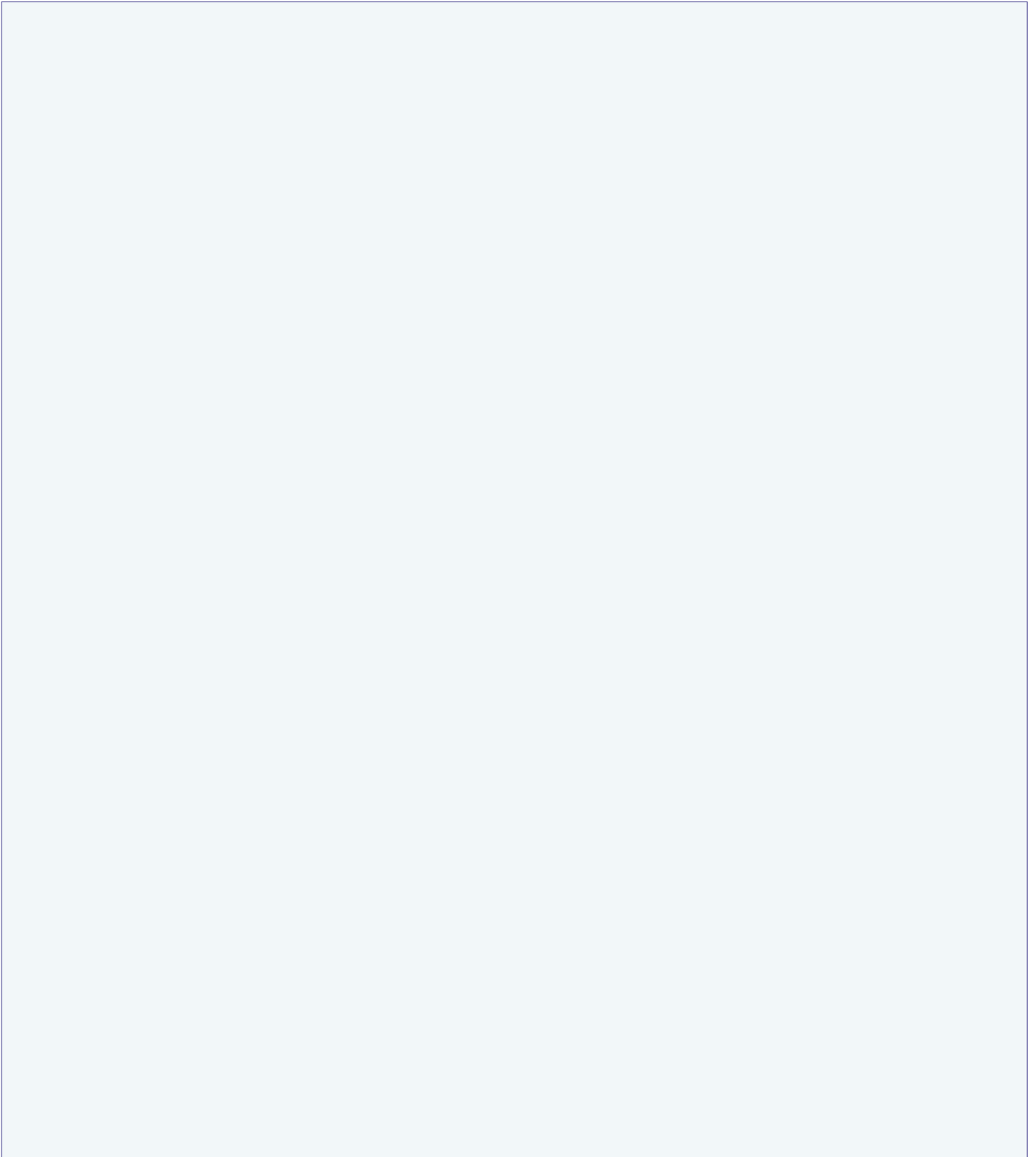
We have published a range of information on our consultation page <https://rampion2.com/consultation> relating to this targeted onshore cable route section consultation, including the Consultation Proposals, our Further Supplementary Information Report and other maps.

Do you have any other comments that you would like to make on the potential alternative?



4. The consultation

In the box below, please let us know if there is any other feedback you would like to add regarding the Rampion 2 project or this consultation, the consultation materials and website.



5. About you

We would be grateful if you could answer the following identification questions, which will help us categorise and understand the context of responses in order that we can address those accordingly. Details and views of individuals will not be made public. However, postcode data can help us to better understand the views of different communities in relation to the proposals. To view our privacy statement, please visit <https://rampion2.com/privacy-policy/>.

1. Name

2. Address

3. Postcode

4. Email address

If you provide an email address, we will use it to let you know about important developments in our proposals.

5. If you are responding on behalf of an organisation, business or group, please include the name below.

Organisation

Type of organisation, business or campaign group:

- | | |
|---|--|
| <input type="checkbox"/> Education | <input type="checkbox"/> Environment or heritage |
| <input type="checkbox"/> Business | <input type="checkbox"/> Local government |
| <input type="checkbox"/> Campaign group | <input type="checkbox"/> Statutory organisation |
| <input type="checkbox"/> Elected representative | <input type="checkbox"/> Transport, infrastructure or utility organisation |
| <input type="checkbox"/> Community or amenity | <input type="checkbox"/> Other (please state): |

6. How would you characterise your use of or interest in the development area?

- I live in the area
- I have a business in the area
- I visit the area for recreational, holiday or leisure purposes
- I work in the area
- I attend full - or part-time education in the area
- Other (please provide)

7. Please let us know how you heard about this consultation by ticking one or more of the following boxes:

- Received a letter from Rampion 2
- Received an email from Rampion 2
- Received information from a local authority
- Rampion 2 poster
- Information on the project website
- Coverage in local media
- Word of mouth
- Other (please state):

Equality and diversity

We would be grateful if you could answer the following equality and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, visit <https://rampion2.com/privacy-policy/> and follow the instructions on how to contact our Data Protection Officer.

- I consent to Rampion 2 processing my special category data for the purposes of understanding the accessibility of the consultation. I have read Rampion 2's privacy notice (found after the Introduction section in this response form) and understood how it will be processing this data.

1. Do you consider yourself to be disabled?

- Yes No Prefer not to say

2. Please describe your ethnic background

- Asian or Asian British
 White
 Black, African, Caribbean or Black British
 Mixed or multiple ethnic groups
 Traveller or Irish Traveller
 Other ethnic group
 Prefer not to say

3. Age

- Under 16
 16-24
 25-34
 35-44
 45-54
 55-64
 65-74
 75+

How to submit your response form

Please only use the following official response channels. We cannot guarantee that responses sent to any other address will be included in our analysis.

Response form

Our response form can either be completed online or downloaded from Rampion2.com and sent by email. Printed copies can be posted to our Freepost address.

Freepost

Send your response form or comments to: **FREEPOST: RAMPION 2**

This freepost address is the only text needed on the envelope and no stamp is required.

Email

Comments or electronic copies of the response form should be emailed to:
Rampion2@rwe.com

How your response will be used

We will carefully consider all the responses we receive, before producing a Consultation Report that explains how we have taken them into account to develop our project.

For more information on the consultation, please visit **Rampion2.com/consultation**.
Should you have an enquiry regarding the project or consultation, please contact us on:

Email: Rampion2@rwe.com

Freephone: 0800 2800 886

Please send your response by
Monday 27th March 2023

7.5. Summary of responses received and consideration

The tables below set out a summary of the issues identified from feedback received to this stage of consultation. Each table includes:

- A code with the theme and sub-theme of the issue;
- A statement summarising the issue;
- The response by the Project/Applicant to the issue; and
- A statement whether the issue lead to a change in the proposals (along with an explanation where appropriate).

Themes include:

- Consultation
- LACR-1d
- Crosscutting
- Other route

7.5.1. **Theme: Consultation**

ID	Code	Issue statement	Response	Scheme change? (Y/N)
CON01.	Consultation - Concern - Change selection	A comment expressing concern about why the Applicant has proposed this change at what is interpreted as a late stage in the pre-Application period.	<p>Our consultations have been designed for people and organisations to give us their views and contribute to the evolving design of the Rampion 2 Project.</p> <p>The Statutory Onshore Consultation arose as a direct result of feedback received from statutory organisations, landowners and local communities, who commented on our original proposed cable route during the Statutory Project-Wide Consultation July-Sept 2021. This feedback highlighted issues, concerns and constraints, which along with our engineering and environmental work, gave rise to a considerable number of alternative cable routes, modified routes, trenchless crossings and alternative accesses, all open for</p>	N

			<p>this Statutory Onshore Consultation.</p> <p>This consultation clearly stated that it does not include offshore elements which had already been reduced in scale (sea area and turbine numbers) for Development Consent Order (DCO) submission, following previous consultations. It also clearly stated that it does not include the onshore substation, which had been consulted upon on two previous occasions, first during the non-statutory consultation when three substation site options were considered, and second, during the statutory project-wide consultation when two substation site options were still being considered. The feedback from the project-wide consultation had enabled a decision to be reached.</p> <p>The consultation responses which influenced these decisions and led to the onshore cable route alternatives and modifications being considered</p>	
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			<p>during this consultation, are all documented in the Consultation Report (APP REF: 5.1), which has been prepared in accordance with the requirements of the Planning Act (2008) and appropriate guidance. The Consultation Report also explains how feedback has been considered.</p> <p>The proposals have been developed and refined with an open mind to change and in expectation of scrutiny from the Planning Inspectorate and stakeholders. It is still possible to review and respond to the proposals via the Planning Inspectorate once the DCO application is submitted and accepted.</p> <p>Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) explains the alternatives considered through the Rampion 2 project evolution, including where engagement has led to the consideration of alternatives or a change to the cable route design. In deciding</p>	
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			the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds.	
CON02.	Consultation - Concern - Feedback	Comments expressing concern that feedback from previous consultations had not apparently been acted on by the Applicant, with community impacts and arboricultural assessments being the areas of concern.	<p>The environmental impact assessment (“EIA”) completed for the project was fully scoped in consultation with the statutory authorities at the start of the process, in line with good practice. All EIA work has been completed by an independent environmental consultant.</p> <p>The Preliminary Environmental Information Report (PEIR) was the written output of the Environmental Impact Assessment (EIA) undertaken at a point in time during the EIA process during the development of the proposals. The requirement is for the Applicant to supply information for the consultation bodies to develop an informed view of the likely significant environmental effects</p>	N

			<p>of the development (and of any associated development). The information that was provided in the PEIR was of sufficient detail for this purpose.</p> <p>The Environmental Statement (ES) submitted with the Application has taken onboard feedback received in the interim period since the publication of the PEIR through the various statutory and non-statutory consultation periods. It also provides a more detailed presentation of the likely significant effects of the proposals.</p> <p>The environment has been central to the design of the project and as such there are a number of embedded environmental measures which have been committed to which will be implemented to minimise or avoid significant environmental effects. These measures are set out in each technical aspect chapter.</p> <p>The assessments presented in the ES take a parameters based</p>	
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			<p>approach which enables assessment of a maximum design scenario. This allows design refinements to continue but allows a meaningful environmental assessment to be performed at a moment in time. Details on this approach are given in ES Chapter 4: Proposed Development, Volume 2 (APP REF: 6.2.4) and ES Chapter 5: Approach to EIA, Volume 2 (APP REF: 6.2.5).</p>	
CON03	Consultation - Concern - Materials	<p>Comments expressing concern about the quality of the materials provided during consultation. There were several concerns about the clarity of the maps, and others about the terminology used in the materials and the response form. Some respondents criticised the materials generally for being 'vague' and lacking key information.</p>	<p>The consultation materials for the Statutory Onshore Consultation were set out on rampion2.com in accordance with the Statement of Community Consultation (SoCC), in much the same format as for the Statutory Project-Wide Consultation, to help with familiarity, access and navigation.</p> <p>The six navigation buttons on the consultation home page had largely the same headings, signposting to materials and information regarding: Consultation Proposals (see next para.)</p>	N

			<p>Consultation Events (listing four face-to-face events & a virtual online event) What we've now fixed (offshore elements and onshore substation) About the consent process (Fact sheet) Contact us (contact details) Other information (re the construction and reinstatement from Rampion)</p> <p>Consultation proposals webpage To enable easy access to the consultation proposals across a 40km cable route, the Applicant created an interactive map at the top of the webpage, allowing the visitor to select cable route areas from 1 – 7 to investigate the area most local to, or of most interest to them. The 7 areas are also recognisable via geographical references and place names. Upon clicking a cable route area, it was then broken down further into smaller sections e.g. a) b) c) etc, again easily identifiable via geographical references and place names.</p>	
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			<p>Once the visitor had identified the specific cable route section of most interest to them, e.g. 6c, they could view a large-scale map of a very local area, with labels identifying the proposals in that area. Immediately beneath the map was accompanying text corresponding with the labels on the map, to describe the proposals further.</p> <p>In accordance with the SoCC, a PDF of the Consultation Proposals in the form of a single Consultation Booklet, was available for download.</p> <p>The more technical documentation such as the Preliminary Environmental Information Report (PEIR), Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) and the Outline Code of Construction Practice were made available but were located further down the Consultation Proposals webpage, coming after the easily</p>	
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			accessible interactive map and PDF of the Consultation Booklet.	
CON04.	Consultation - Concern - No events	Comment expressing concern about the lack of in-person events during consultation, with respondents wanting to clarify details of the proposed route with Project staff.	Due to the targeted nature of the consultation exercise the Applicant determined that a in-person event was not required. However, if PWILs or members of the public wanted to clarify details with the project team they could contact them to set up a phone call or Teams session to discuss matters in more detail.	N
CON05.	Consultation - Concern - Publicity/Notification	Comments expressing concern about the publicising of the consultation, with some respondents claiming they were not sent a notification letter and only found out about it by chance at a late stage. One respondent said the Applicant should have publicised the consultation across a wider area.	<p>This targeted consultation was promoted by sending letters via Royal Mail to all homes and businesses within within 1km either side of the alternative route, with information about the consultation and how people can have their say.</p> <p>A news release was also issued to local newspapers and picked up by West Sussex Gazette and the Chichester Observer.</p> <p>Posters were also put up on the community notice boards and public rights of way, and placed on local community social media.</p>	N

			<p>Letters to prescribed consultees under section 42 of the Planning Act 2008 notified them of the consultation. And Letters were issued to persons with interest in land in relation to the targeted proposals.</p> <p>Emails were sent to local MPs and affected Parish Councils, as well as any people in the area who had signed up for updates.</p>	
CON06	<p>Consultation – suggestions/queries - Further engagement</p>	<p>Comments calling on the Applicant to engage more either with the respondent or with other interest groups or public organisations, such as wildlife bodies, heritage organisations and local authorities.</p>	<p>Rampion 2 has participated in an Evidence Plan Process, which involved regular engagement with statutory and non-statutory environmental bodies and local authorities, as described in Rampion 2 Evidence Plan Process Report (EPPR) (APP REF: 7.21)</p> <p>Project Liaison Group representatives with interests in environment, public rights of way, archaeology, etc were informed about the consultation via email and invited to contribute.</p> <p>Emails were sent to local MPs and affected Parish Councils, as</p>	N

			well as any people in the area who had signed up for updates.	
CON07	Consultation - suggestions/queries - Request for contact/meeting	Comments requesting that the Applicant get in contact with the respondent, either to be kept up to date with developments, to answer questions about the Project, or to confirm receipt of the consultation response.	Comments noted	N
CON08	Consultation - Support	Comments stating their support for the consultation and the way it was run, including the information materials provided.	Comments noted	N

7.5.2. **Theme: LACR1d**

ID	Code	Issue statement	Response	Scheme change? (Y/N)
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LA01.	LACR1D - Concern - AA-33	Comments expressing concern about the use of Longfurlong as a construction access point. Concerns include the lane's single-track design; the fact that residents and businesses at Myrtlegrove rely on it currently; its regular use by walkers, cyclists and horse riders; and its connection with the A280, which one respondent said is already a road safety hazard. Respondents note that objections to this route have been raised during previous consultations.	Longfurlong Lane is now proposed for use as an operational access only, which will be infrequent. This route is no longer proposed for construction traffic. This will avoid much of the potential for conflict cited.	Y
LA02.	LACR1D - Concern - AA35	Comments expressing concern about the newly proposed construction access route AA-35, with respondents noting its proximity to an existing Public Right of Way; the fact that it is relatively long and passes through Downland away from the cable route, with negative impacts on the landscape; and that it passes close to Muntham Court Schedule Monument, with temporary impacts on its setting. One respondent expressed concern about the routes impact on a dairy farm, noting the route could have an effect on cows going to milking. Another mentioned the connection	Use of this access route is necessary to support construction of the cable route and trenchless crossing of Sullington Hill. There is a dense network of Public Rights of Way in this area, so it will generally be possible to temporarily divert onto a nearby path. Further mitigations are described and impacts assessed in Environmental Statement (ES) Chapter 17: Socio Economics, Volume 2 (APP REF: 6.2.17), which also includes consideration of business impacts.	N

		with the A280 as being hazardous to road users.	<p>An assessment of the effect of the development on the setting of Muntham Court SAM is in Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25).</p> <p>Arrangements for safe junctions will be agreed with the Highways Authority, following the process set out in the Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF: 6.2.23).</p> <p>The removal of LARC1c reduces the impacts on the Dairy farm as the access proposed to go through the farmyard at this location is no longer required.</p>	
LA03.	LACR1D – Concern	General comments opposing the proposed alternative route LACR-01d.	<p>LACR-01d was selected over alternative routes 1b and 1c as it is expected to have fewer impacts on ecology and businesses, and as a shorter route also has fewer traffic, noise and air quality effects, as described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).</p>	N

LA04.	LACR1D - Concern - Archaeology	<p>Comments expressing concern that the proposed route LACR-01d passes through prehistoric and Roman landscape, and runs close to Neolithic and Bronze Age sites. Some respondents note that the route would pass through Archaeological Notification Areas, classified as having significant archaeological remains, while others say that nearby Neolithic flint mines are indicative of what could be found in the affected area. There are concerns the Project would cause irreversible harm to cultural heritage assets.</p>	<p>There are extensive Archaeological Notification Areas across the South Downs, and each consulted route option traversed at least one. The selected route corridor has been refined to avoid known find locations, and also valley bottoms where consultees considered further finds more likely. A full geophysical survey of the corridor has been undertaken, and no likely archaeology identified. A Written Scheme of Investigation has been drafted which identifies further mitigation measures to reduce potential impact on buried archaeology. Residual effects are assessed in Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25).</p>	Y
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LA05.	LACR1D - Concern - Archaeology assessment	<p>Comments expressing concern about how the Applicant has assessed the cultural heritage impacts of the proposed LACR-01d route. Respondents reject the Applicant's conclusion that the impacts can be mitigated against, with a low-to-medium residual effect. Respondent say that the significance of the archaeological remains known to be in the vicinity of the route, allied to a lack of baseline survey data, mean it would be impossible for the Applicant to avoid areas of archaeological sensitivity, as claimed. There was also comment expressing concern that the Applicant has not assessed non-designated assets sufficiently in order to comply with the National Planning Policy Framework.</p>	<p>The Preliminary Environmental Impact Report was produced, as is common, informed by desk based research. A full geophysical survey of the proposed corridor was subsequently undertaken, which did not identify any likely archaeology. This, and consultation responses, were used to inform route selection, and the assessment of effects in Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25). The selected route corridor has been refined to avoid known find locations, and also valley bottoms where consultees considered further more likely. A Written Scheme of Investigation has been drafted which identifies further mitigation measures to reduce potential impact on buried archaeology.</p>	Y
LA06.	LACR1D - Concern - Business	<p>A comment expressing concern about the newly proposed route's impact on a local business, at livery yard.</p>	<p>Longfurlong Lane is now proposed for use as an operational access only, which will be infrequent. This route is no longer proposed for construction traffic. This will</p>	Y

			reduce the impact on access to the livery yard.	
LA07.	LACR1D - Concern - Cable corridor	A comment expressing concern about the newly proposed cable corridor on the grounds that it is wider than previously proposed ones and that the trenchless digging locations have yet to be confirmed.	This consultation presented a wider corridor for the cable route than previous consultations, but the cable route itself would be the same width no additional trenchless crossings were proposed in this section. Flexibility has been retained to give greater opportunity for micrositing away from sensitive features. Rampion 2 are seeking consent for a 40m wide cable corridor, which is reduced from the 50m width consulted upon.	Y
LA08.	LACR1D - Concern - Choose OCR	Comments calling on the Applicant to use the original cable route on the grounds that there would be fewer impacts than if LACR-01d were chosen.	LACR-01d was selected over the original PEIR route as it is expected to have fewer impacts on ecology and the water environment, and would affect fewer settlements, as described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	N
LA09.	LACR1D - Concern - Choose other route	Comments calling on the Applicant to choose a different route from LACR-01d, with some respondents commenting generally and others	LACR-01d was selected over the original PEIR route to the west as it is expected to have fewer impacts on ecology and the water environment, and would	N

		offering alternatives, such as a route farther to the west.	affect fewer settlements, as described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	
LA10.	LACR1D - Concern - Communities/Homes	Comments expressing concern about the impacts of the newly proposed cable route LACR-01d on local people, in particular the inhabitants of Mytlegrave, which it is said would be affected by the cable construction.	Impacts on local people are considered in Environmental Statement (ES) Chapter 28: Population and Health, Volume 2 (APP REF: 6.2.28). The access road to Myrtlegrave, Longfurlong Lane is now proposed for use as an operational access only, which will be infrequent. This route is no longer proposed for construction traffic, reducing impacts on the hamlet.	
LA11.	LACR1D - Concern - Construction traffic	Comments expressing concern on the grounds that the newly proposed cable route LACR-01d would require construction traffic in the area, with negative impacts on congestion and safety in local roads, many of which are characterised as being narrow and only suitable for light vehicles. Roads mentioned include Longfurlong Lane and Chantry Lane, along with the safety of junctions leading from the SRN to these local roads.	LACR-01d is the shorter of the LACR-1b, 1c and 1d options, with fewer trenchless crossings, which reduces the volume of construction traffic required. Longfurlong Lane is now proposed for use as an operational access only, which will be infrequent. This route is no longer proposed for construction traffic. Michelgrove remains a proposed construction access, but additional passing	Y

			places are now proposed to reduce driver delay.	
LA12.	LACR1D - Concern - Cultural heritage	General comments expressing concern about the newly proposed route's impact on cultural heritage in the area.	There are extensive Archaeological Notification Areas across the South Downs, and each consulted route option traversed at least one. The selected route corridor has been refined to avoid known find locations, and also valley bottoms where consultees considered further finds more likely. A full geophysical survey of the corridor has been undertaken, and no likely archaeology identified. A Written Scheme of Investigation has been drafted which identifies further mitigation measures to reduce potential impact on buried archaeology. Residual effects are assessed in Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25).	N

LA13.	LACR1D - Concern - Environmental Assessment	Comments expressing concern about the quality and breadth of the Applicant's environmental assessments of the impacts of the newly proposed cable route. Many respondents commented in general terms, while some offered criticisms of the Applicant's archaeological, landscape, biodiversity and noise assessments.	The Preliminary Environmental Impact Report was produced, as is common, informed by desk-based research. Geophysical, landscape, habitat and arboricultural surveys of the proposed corridor was subsequently undertaken on site and used to inform the assessment of effects in the Environment Statement. Background noise surveys have generally been undertaken at sites for construction compounds or trenchless crossings, which did not apply to LACR-01d.	N
LA14.	LACR1D - Concern - Env/Wildlife	Comments expressing concern about the impacts of the newly proposed cable route LACR-01d on the affected area of the South Downs, with respondents concerned about the impacts on the countryside and wildlife. Many comments were general, but some expressed concern about specific locations such as chalk grassland at Blackpatch Hill and veteran trees lining Chantry Lane.	Impacts on wildlife are assessed in Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22). Clack grassland on Blackpatch Hill has been surveyed and found not to meet the criteria of a Habitat of Principle Importance in this location. Chantry Lane is proposed as an operational access only, so trees there will not be affected by construction traffic.	N

LA15.	LACR1D - Concern - Env/Wildlife assessment	Comments expressing concern on the grounds that there is a lack of detailed ecological and arboricultural assessments for consultees to review, making it difficult to provide an informed response to the proposals. Respondents request more detail on high-quality trees, important hedgerows, veteran or ancient trees, and ancient woodlands.	The Preliminary Environmental Impact Report was produced, as is common, informed by desk-based research. Habitat and arboricultural surveys have now been undertaken and are reported in Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22). There are no important hedgerows, veteran trees or ancient woodlands in the vicinity of route LACR-01d.	Y
LA16.	LACR1D - Concern - Indirect impacts	A comment expressing concern that LACR-01d would have indirect impacts on the Peppering and Peppering Extension projects, impacting the positive biodiversity outcomes that have been achieved to date.	LACR-01d has been routed to maintain a 500m buffer from the release point of the Peppering Project, in line with expert guidance. Ornithology impacts are assessed in Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22).	N

LA17.	LACR1D - Concern – Landscape and visual assessment	Comments expressing concern that the appropriate assessments of the new route's landscape and visual impacts have not been carried out. Some respondents noted the PEIR statement that says that cumulative landscape impacts have not been assessed, saying that the route impacts need to be assessed in the context of the whole cable route's impacts on the South Downs. Another respondent said that while the impact on 'walkers' had been noted, those on other bridleways users have not.	A comprehensive Landscape and Visual Impact assessment has now been completed in Environmental Statement (ES) Chapter 18: Landscape and Visual Impact, Volume 2 (APP REF: 6.2.18).	Y
LA18.	LACR1D - Concern - Landscape & Visual	Comments expressing concern about the landscape and visual impacts of the newly proposed route. Respondents express concern about the construction impacts on the South Downs, which would be significant. There are comments on the proposed mitigation, such as replanting hedgerows, but concern that embedded mitigation such as the viability of trenchless digging in some locations has not been confirmed. There is also concern about the permanent impacts of the proposed cable routes, with inspection areas and fencing being part of the final design. One	There are no hedgerows affected by cable route LACR-01d. the viability of trenchless crossings has been confirmed by specialists on site. A comprehensive Landscape and Visual Impact assessment has now been completed in Environmental Statement (ES) Chapter 18: Landscape and Visual Impact, Volume 2 (APP REF: 6.2.18).	N

		respondent called on the Applicant to set out the works' impact on visual severance as part of its impact assessments.		
LA19.	LACR1D - Concern - Mitigation	Comments expressing concern about the mitigation proposed to reduce the impacts of the new cable route section. Some respondents questioned the efficacy of the proposals, questioning the success rates for reinstating vegetation and the viability of trenchless cabling.	There are no hedgerows affected by cable route LACR-01d. the viability of trenchless crossings has been confirmed by specialists on site. Vegetation mitigation and reinstatement techniques are presented in Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22)	
LA20.	LACR1D - Concern - More/worse impacts	General comments stating that the newly proposed cable route LACR-01d would have more of a negative impact than other proposed routes, including on the landscape, archaeology and biodiversity.	LACR-01d was selected over other routes as it is expected to have fewer impacts on ecology, the water environment and businesses, and would affect fewer settlements, as described in Environmental Statement (ES)	N

			Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3)	
LA21.	LACR1D - Concern - Noise	A comment expressing concern about the temporary noise impacts of the proposed cable route, in an area that is described as having very little noise pollution from traffic other external sources.	The selected cable route LACR-01d does not require trenchless crossings, so is quieter than alternatives in the vicinity. The assessment of noise effects is in Environmental Statement (ES) Chapter 21: Noise and Vibration, Volume 2 (APP REF: 6.2.21).	N
LA22.	LACR1D - Concern – South Downs National Park/Area of Outstanding Natural Beauty	Comments expressing concern about the potential impact of the proposals on the landscape, with reference to the route's location within the South Downs National Park and the Area of Outstanding Natural Beauty (AONB). The respondents say the impacts are unacceptable given the areas protected status.	In order to reach the National Grid from the south coast, it is necessary to cross the South Downs National Park. This is demonstrated in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). An assessment of the projects impacts on the special qualities of the National Park has been undertaken in Environmental Statement (ES) Chapter 18: Landscape and Visual Impact, Volume 2(APP REF: 6.2.18).	N

LA23.	LACR1D - Concern - Terr Bio assessment	A comment expressing concern about the lack of detailed bird surveys, which it is said are essential to inform the environmental assessment of the proposed route, in particular the impacts on 'red-listed' birds such as the Eurasian skylark.	The Preliminary Environmental Impact Report was produced, as is common, informed by desk-based research. Ecological surveys have now been undertaken and are reported in Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22).	Y
LA24.	LACR1D - Concern - WCH	Comments expressing concern about the impact of the newly proposed cable route on footpaths and bridleways. FP2262, BR2209, BR2173, BR2282/1, BR2107, BR2109 and restricted byways 2092 and 2693 were all identified as subject to impacts during construction. Impacts on the national trails such as the South Downs Way and the Monarch's Way were also mentioned.	It is necessary to cross many Public Rights of Way, but mitigation measures to minimise disruption and keep users safe are set out in Outline Public Rights of Way Management Plan (OPRoWMP) (APP REF: 7.8), and impacts assessed in Environmental Statement (ES) Chapter 17 Socioeconomics, Volume 2 (APP REF: 6.2.17).	N
LA25.	LACR1D - Concern – Walkers, Cyclists and Horse Riders Assessment	A comment expressing concern about the use of Strava data to provide baseline data for footpaths and bridleways. The respondent notes the unreliability of this data because only a small proportion of users track their movements on Strava.	A variety of data sources, including site surveys, have been used to inform the assessment of impacts on Public Rights of Way. The full methodology, explaining the use of Strava data, is set out in Environmental Statement (ES) Chapter 17 Socioeconomics, Volume 2 (APP REF: 6.2.17).	N

LA26.	LACR1D - suggestions/queries - Access	Comments suggesting the Applicant consider the implications of providing access to the LACR-01d works via the A280 on the grounds that existing junctions are not safe for road users. There is also a suggestion that the Applicant engage more closely with the host local highway authority, West Sussex County Council.	Rampion 2 continues to meet with WSCC to discuss construction accesses, and the DCO will require the details of these accesses to be approved by the highway authority. Further information is in Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF: 6.2.23)	Y
LA27.	LACR1D - suggestions/queries - Archaeology assessment	Suggestions and queries relating to the Applicant's assessment of the archaeological impacts of the newly proposed cable route. Respondents called for the Applicant to carry out a robust and effective scheme of investigation in the affected area in order to identify and provide adequate baseline data, particularly around potential Neolithic and Bronze Age assets. It is claimed that standard assessments need to be supplemented by specialist techniques to correctly ascertain potential impacts. Suggested methods include geophysics, borehole surveys, fieldwalking, ploughsoil gridding, sampling and sieving for finds recovery, and deep shored excavation test pits and trenches.	The Preliminary Environmental Impact Report was produced, as is common, informed by desk-based research. A full geophysical survey of the proposed corridor was subsequently undertaken, which did not identify any likely archaeology. This, and consultation responses, were used to inform route selection, and the assessment of effects in Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25). The selected route corridor has been refined to avoid known find locations, and also valley bottoms where consultees considered furthermore likely. The Outline Onshore Written	Y

			<p>Scheme of Investigation (OOWSoI) (APP REF: 7.9) has been drafted which identifies further mitigation measures including fieldwalking, test pitting and trenching to identify and reduce potential impact on buried archaeology.</p>	
LA28.	LACR1D - suggestions/queries - Archaeology mitigation	<p>Suggestions and queries around the proposed mitigation measures, with respondents saying that some methods would be hard to implement given the dense nature of archaeological assets along the proposed route. For example, respondents said that avoiding artefacts during construction would be difficult, while excavating and recording items would time-consuming and expensive.</p>	<p>Consultation responses, and a full geophysical survey of the proposed corridor have been used to refine the route corridor to reduce the likelihood of encountering archaeology, including avoiding known find locations, and also valley bottoms where consultees considered finds more likely. The Outline Onshore Written Scheme of Investigation (OOWSoI) (APP REF: 7.9) has been drafted which identifies further mitigation measures including fieldwalking, test pitting and trenching to identify and reduce potential impact on buried</p>	N

			archaeology. Time and budget for this work has been included in project forecasts.	
LA29.	LACR1D - suggestions/queries - Cable corridor	A comment pointing out that the PEIR FSIR's assessments are based on either the western or eastern route variants for the northern part of LACR01d.	Some assessments within the PEIR FSIR considered three separate sections of the proposed corridor so that the worst-case scenarios could be understood.	N
LA30.	LACR1D - suggestions/queries - Community benefit	A suggestion to create a community benefit fund that could invest in initiatives such as training schemes for skills such as flint walling restoration.	Rampion 2 will be developing and implementing a local community benefit package throughout the development, construction and operation of the Project. Some elements of this may be linked to the DCO such as the objectives set out in our outline Skills & Employment Strategy, which we will continue to develop with local partners. Other elements of a benefit package are not connected to the DCO so it is too early to comment on any potential	

			community benefit fund. However Rampion 1 has a strong track record supporting public participation and community engagement through the Rampion Community Benefit Fund.	
LA31.	LACR1D - suggestions/queries - Contamination	A request for further assessment of the LACR01d area in terms of its potential to cause contamination of land and water, including reference to a Source Protection Zone at Patching Hill.	The selection of LACR-01 over the original cable route has avoided potential effects on a Source Protection Zone 1 at Warningcamp, with only Zone 2 crossed at Patching Hill. Further geotechnical surveys have been undertaken on karstic features, and the assessment is presented in Environmental Statement (ES) Chapter 26: Water environment, Volume 2 (APP REF: 6.2.26)	Y
LA32.	LACR1D - suggestions/queries - Cultural heritage assessment	A suggestion concerning the assessment of cultural heritage impacts, calling for the importance of cultural heritage to community cohesion and identity, and asking for contributions to be made by the Applicant to cultural heritage schemes.	The assessment of heritage impacts is contained in Environmental Statement (ES) Chapter 25 Historic Environment, Volume 2 (APP REF; 6.2.25), and Outline Onshore Written Scheme of Investigation (APP REF: 7.9) contains proposals for community outreach in the event of significant archaeological discoveries.	Y

LA33.	LACR1D - suggestions/queries - Cumulative environmental assessment	A suggestion that a scoring system should be used to assess the cumulative benefits and impacts of LACR01d.	The methodology for identifying and comparing route options in contained in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	N
LA34.	LACR1D - suggestions/queries - Deep tunnels	A suggestion that deep tunnelling should be used for the cable route.	Deep tunnelling the entire cable route would be very expensive and would make the entire scheme unviable. It is however proposed to use trenchless solutions at specific locations to help reduce impacts.	N
LA35.	LACR1D - suggestions/queries - East v West	A suggestion that the eastern and western route options are similar in terms of their impacts and that neither would make the overall LACR01d option acceptable.	The western branch of the consultation corridor was selected in refining the cable route. Overall LACR-01a in combination with LACR-01d was considered to be the best performing cable route, as reported in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	N
LA36.	LACR1D - suggestions/queries - Em Services access	A request that access for emergency services vehicles should not be in any way impeded by the construction of the cable route.	This section of the cable route does not cross any roads. Wider construction management measures are set out in the Outline Code of Construction Practice (OCoCP) (APP REF: 7.2	Y

LA37.	LACR1D - suggestions/queries - Environmental assessment	Comments addressing the general approach to environmental assessment of LACR01d, including a suggestion that a high priority should be placed on consideration of heritage assets and the natural environment of the South Downs National Park.	Heritage assets have been considered and reported upon in Environmental Statement (ES) Chapter 25: Historic environment, Volume 2 (APP REF: 6.2.25) The natural environment is considered and reported upon in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	N
LA38.	LACR1D - suggestions/queries - Env/Wildlife assessment	A number of comments and questions on the assessment of the natural environment affected by LACR01d, including suggestions over the presence of specified bird species in the assessment area, ways of categorising different types of hedgerow, and the need for close assessment of butterfly species close to Longfurlong Lane.	The Preliminary Environmental Impact Report was produced, as is common, informed by desk-based research. Ecological surveys have now been undertaken and are reported in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22). Notably, there are no hedgerows in the vicinity of LACR-01d.	N
LA39.	LACR1D - suggestions/queries – Landscape and visual assessment	A comment providing feedback on the Applicant's selected viewpoints for the assessment of landscape and visual impacts of LACR01d.	Additional viewpoints have been assessed in Environmental Statement (ES) Chapter 18: Landscape and Visual Impact, Volume 2(APP REF: 6.2.18).	Y

LA40.	LACR1D - suggestions/queries - Local Wildlife Sites / specified wildlife site	Suggestions or queries addressing designated Local Wildlife Sites or other specified wildlife sites. Comments addressed Sullington Hill Local Wildlife Site and Harrow Hill, and included a comment in support of proposed measures to mitigate impacts on the eurasian curlew.	Potential impacts on Local Wildlife sites and other environmental designated features are included in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22), in addition to environmental mitigation measures.	N
LA41.	LACR1D - suggestions/queries - Mitigation	Suggestions and queries on methods for mitigating impacts of LACR01d, including requests to plant new or retain existing trees, and to consider additional mitigation measures for a local curlew breeding site. One comment provides an extended review of various proposed mitigation measures affecting the South Downs National Park.	Potential environmental mitigation measures are considered in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22), including a commitment to 10% biodiversity net gain.	N
LA42.	LACR1D - suggestions/queries - Water management	A comment on the subject of flood risk, including suggestions to avoid temporary culvert crossings and to carefully plan the location of stockpiles within flood plain areas.	An assessment of flood risk, taking into account embedded mitigation measures, is presented in Environmental Statement (ES) Appendix 26.2 Flood Risk Assessment, Volume 4 (APP REF: 6.4.26.2)	Y

LA43.	LACR1D - suggestions/queries - WCH	Questions and suggestions on the subjection of routes for walkers, cyclists and horse riders, including a request to make sure construction of the cable routes is planned to minimise impacts on routes. Other comments suggest opportunities for the scheme to provide new and improved routes to offset the inconvenience of construction.	Mitigation measures to minimise disruption to Public Rights of Way and keep users safe are set out in Outline Public Rights of Way Management Plan (OPRoWMP) (APP REF: 7.8), and impacts assessed in Environmental Statement (ES) Chapter 17: Socio-economics, Volume 2 (APP REF: 6.2.17).	N
LA44.	LACR1D - Support	Comments in support of LACR01d, in some instances referring to other route options that LACR01d is considered to be superior to.	Comment noted	
LA45.	LACR1D - Support - AA33	A comment in support of AA-33.	Comment noted	
LA46.	LACR1D - Support - Built heritage assessment	Comments praising the way in which impacts on heritage assets have been assessed.	Comment noted	
LA47.	LACR1D - Support - Communities/Homes	Support for LACR01d on the grounds that it would reduce or avoid impacts on communities, homes and farms that other route options would generate.	Comment noted	
LA48.	LACR1D - Support - Ends justify means	A comment in support of the proposals while acknowledging that some impacts are inevitable.	Comment noted	
LA49.	LACR1D - Support - Env assessment	Comments in support of the environmental assessment of LACR01d.	Comment noted	

LA50.	LACR1D - Support - Mitigation	A comment supporting a commitment made in the FSIR concerning reinstatement of trees and hedgerows.	Comment noted	
LA51.	LACR1D - Support - Terr Bio assessment	Comments praising the way in which impacts on the natural environment have been considered.	Comment noted	
LA52.	LACR1D - Support with caveat	Comments expressing conditional support for LACR01d, including a comment that support is based on the assumption that trenchless crossings would be an effective strategy for avoiding environmental impacts, and another stating that support is conditional on comments elsewhere in the same response being adequately addressed.	Comment noted	
LA53.	LACR1D - Support with caveat - Env assessment	Partial or conditional support for the environmental assessment of LACR01d.	Comment noted	
LA54.	LACR1D Eastern - suggestions/queries - Archaeology mitigation	A comment noting that there is evidence of archaeological remains in the area where the eastern option for LACR01d is situated and indicating that the proposals lack detail on how impacts on those remains could be avoided.	The western branch of the consultation corridor has been selected while refining the route, thus avoid these potential impacts	Y
LA55.	LACR1D Eastern - Support - Trees	Support for the eastern option for LACR01d on the grounds that it avoids impacts on trees.	The western branch of the consultation corridor has been selected while refining the route, but it should be possible to	N

			<p>minimise impacts on trees. Measures and assessment are set out in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).</p>	
LA56.	LACR1D Eastern - Support with caveat	Support for the eastern option for LACR01d but on the condition that an alignment can be pursued that avoids heritage assets in that area.	The western branch of the consultation corridor has been selected while refining the route, thus avoid these potential impacts	N
LA57.	LACR1D Eastern - Concern - Width	A comment expressing concern at the width of the northern cable corridor in LACR01d and suggesting that the underlying reasons for this width are a reason to oppose the route.	A broad corridor was consulted upon to allow the route to be refined having regard to consultation responses and further surveys. The route corridor has now been reduced but is still wider in this location to retain flexibility for trenchless crossing. Ground investigation surveys will be used to identify where horizontal directional drilling is most likely to succeed, thus reducing potential impacts on the environment – particularly the Sullington Hill Local Wildlife Site. Not all of the red line boundary will be required to deliver these works.	N

LA58.	LACR1D Eastern - suggestions/queries - East	A comment in favour of using the easternmost section of the eastern corridor option for LACR01d in order to maximise the distance between the route and the Peppering Project.	While the western branch of the consultation corridor has been selected, an appropriate stand-off distance from the Peppering Project extension Harrow Hill release site has been maintained.	N
LA59.	LACR1D Eastern - Support with caveat	A comment of support for the northern section of LACR01d on the condition that appropriate mitigation measures are fully assessed and implemented.	Mitigation measures are reported in Commitments Register (APP REF: 7.22), and assessed throughout the ES	N
LA60.	LACR1D Western - Concern - Archaeology	A comment drawing attention to scheduled monuments present in the western section of LACR01d and opposing impacts on them.	The western branch is close to two Scheduled Ancient Monuments, but they are not within the red line boundary. Archaeological mitigation measures are included in Outline Onshore Written Scheme of Investigation (OOWSol) (APP REF: 7.9)	N
LA61.	LACR1D Western - Concern - Peppering	A comment expressing concern with the western route option for LACR01d on the grounds that it is too close to the Peppering Project.	An appropriate stand-off distance from the Peppering Project extension Harrow Hill release site has been maintained.	N
LA62.	LACR1D Northern - Concern - Biodiversity	A comment raising various concerns over the potential impacts of the northern section of LACR01d on biodiversity, including the Sullington Local Wildlife Site, as well as other wildlife habitats and on bats.	Potential impacts on Local Wildlife sites and other environmental designated features are included in Environmental Statement (ES) Chapter 22: Terrestrial ecology	N

			and nature conservation, Volume 2 (APP REF: 6.2.22), in addition to environmental mitigation measures.	
LA63.	LACR1D Northeastern - Concern - Env/Wildlife	Concerns that a cable route on the north-east section of LACR01d could require the removal of several beech trees.	There are no trees shown for removal in this area in the Environmental Statement (ES) Appendix 22.16 : Arboricultural Impact Assessment, Volume 4 (APP REF : 6.4.22.16).	Y
LA64.	LACR1D Northeastern - Concern - Landscape & Visual	Concerns that a cable route on the north-east section of LACR01d would be easily visible owing to the rising ground in that area.	Additional viewpoints for visual impact assessment have been photographed in this area and assessed in Environmental Statement (ES) Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18).	Y
LA65.	LACR1D Northwestern - Concern - Env/Wildlife	Comments raising concerns over the north-west section of LACR01d because of its impacts on a field where red kites are reported to have built nests.	Environmental surveys, and potential mitigation measures are considered in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	N
LA66.	LACR1D Northwestern - Concern - WCH	Comments raising concerns over the north-west section of LACR01d because of its impacts on a route for walkers, cyclists and horse riders.	All potential cable routes need to cross the South Downs Way, and many other Public Rights of Way. Mitigation measures to minimise disruption to Public Rights of Way and keep users safe are set	N

			out in Outline Public Rights of Way Management Plan (OPRoWMP) (APP REF: 7.8), and impacts assessed in Environmental Statement (ES) Chapter 17: Socio-economics, Volume 2 (APP REF: 6.2.17).	
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7.5.3. **Theme: Crosscutting**

ID	Code	Issue statement	Response	Scheme change? (Y/N)
CRO01.	Crosscutting - Concern - Assessment of alternatives	Concerns over the way in which onshore cable route alternatives have been assessed, either in terms of one route variant's impacts versus those of another, or the cumulative impacts of different combinations of route variants.	The Preliminary Environmental Information presented at each consultation considered effects individually so that route options could be compared against each other. The selected route is assessed cumulatively in the Environmental Statement supporting the application.	N
CRO02.	Crosscutting - Concern – Landscape and visual	A comment expressing concern that all options for the onshore cable route would have negative landscape and visual impacts on the South Downs National Park.	In order to reach the National Grid from the south coast, it is necessary to cross the South Downs National Park. This is demonstrated in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP	N

			REF: 6.2.3). An assessment of the projects impacts on the special qualities of the National Park has been undertaken in ES Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18).	
CRO03.	Crosscutting - Concern - Mitigation	A comment criticising the adequacy of a commitment made in the Commitments Register concerning mitigation of impacts on woodland, tree lines and hedgerows.	Further commitments have been added to the Commitments Register (APP REF: 7.22), which are included as baseline mitigation in the assessment in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	Y
CRO04.	Crosscutting - Concern - Need case	Comments opposing the need for Rampion 2, including a criticism of the effectiveness of wind farms.	Section 4 of the Planning Statement (APP REF: 5.7) deals with the need for the project. There is a compelling need for the Proposed Development. Rampion 2 will: help meet the urgent need for new renewable energy infrastructure in the UK including offshore wind which has been identified as a critical national priority in Draft NPS EN-1 and Draft NPS EN-3 (DESNZ, 2023a, 2023b), meeting increasing	

			<p>energy demand, providing enhanced energy security and supporting UK Government priorities in relation to economic development; and</p> <p>deliver additional renewable energy capacity, supporting the achievement of the UK Government's climate change commitments and carbon reduction objectives.</p> <p>Additionally, it will deliver a range of environmental, social and economic benefits including biodiversity net gain (BNG), jobs creation and investment.</p>	
CRO05.	Crosscutting - Concern - Peppering	A comment expressing concern over the potential for the onshore cable route to impact the Peppering Project.	LACR-01d has been routed to maintain a 500m buffer from the release point of the Peppering Project, in line with expert guidance. Ornithology impacts are assessed in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	N

CRO06.	Crosscutting - Concern - R1 reinstatement	A comment claiming that land affected by the Rampion 1 cable route was adequately reinstated and suggesting that the reinstatement of land affected by Rampion 2 would be a more difficult challenge.	Once construction work has been completed on the cable route, the land will be returned to its original use. Up to 10 years monitoring and maintenance will be used to help any new planting establish.	N
CRO07.	Crosscutting - Concern - Route	A comment opposing the proposed onshore cable route.	LACR-01d was selected over the original PEIR route as it is expected to have fewer impacts on ecology and the water environment, and would affect fewer settlements, as described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3)	N
CRO08.	Crosscutting - Concern - SDNP	A comment highlighting the status of the South Downs National Park and urging the creation of a route that does not pass through it.	In order to reach the National Grid from the south coast, it is necessary to cross the South Downs National Park. This is demonstrated in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). An assessment of the projects impacts on the special qualities of the National Park has been undertaken in ES Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18).	N

CRO09.	Crosscutting - suggestions/queries - Ancient woodland assessment	A suggestion that DEFRA's Biodiversity Net Gain Metric should be used to help quantify each route variant's impacts on ancient woodland.	No ancient woodland will be lost to the proposed development. Impacts on woodland are assessed in Environmental Statement (ES) Appendix 22.16: Arboricultural Impact Assessment, Volume 4 (APP REF: 6.4.22.16).	N
CRO10.	Crosscutting - suggestions/queries - Archaeology	A comment querying whether the apparent commitment to preservation of archaeological assets by avoidance, or 'preservation in situ', would be possible for the cable route.	The selected route corridor has been refined to avoid known find locations, and also valley bottoms where consultees considered further finds more likely. A full geophysical survey of the corridor has been undertaken, and no likely archaeology identified. An Outline Onshore Written Scheme of Investigation (APP REF: 7.9) has been drafted which identifies further mitigation measures to reduce potential impact on buried archaeology. Residual effects are assessed in Environmental Statement (ES) Chapter 25: Historic Environment, Volume 2 (APP REF: 6.2.25).	N
CRO11.	Crosscutting - suggestions/queries - Community fund flood defence	A suggestion that Rampion 2 could contribute to a flood defence fund for Climping.	Flooding has been assessed in Environmental Statement (ES) Appendix 26.2: Flood Risk Assessment Volume 4 (APP	N

			REF: 6.4.26.2) and no increase in flood risk was identified.	
CRO12.	Crosscutting - suggestions/queries - Connection to NG	A suggestion that a connection to the National Grid closer to the coastline should be sought.	Two National Grid substations, Chilling and Fawley, which at the coastline were considered as alternatives. Following completion of feasibility work it was determined that both were too far away to enable viable connections. The closer of the two, Chilling, was also limited to a connection capacity 700MW, making it unsuitable for the project. Further details can be found in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	N
CRO13.	Crosscutting - suggestions/queries - Design refinement	A suggestion that the ongoing refinement of the design of the proposed cable route should be informed by more detailed environmental assessments and should seek to minimise impacts.	Environmental surveys have continued between the consultation and the application submission, and have informed the cable route refinement, and the environmental impact assessment presented in the ES	Y
CRO14.	Crosscutting - suggestions/queries - Env assessment	Suggestions and queries on the Applicant's approach to environmental assessment, including detailed analysis of the assessments and outcomes detailed in the PEIR FSIR.	The approach to environmental impact assessment is presented at Environmental Statement (ES) Chapter 5: Approach to the EIA, Volume 2 (APP REF: 6.2.5).	N

CRO15.	Crosscutting - suggestions/queries - Get on with it	Suggestions that the proposals should be implemented quickly, including a suggestion that no further consultation should be needed.	This is noted.	
CRO16.	Crosscutting - suggestions/queries - Mitigation	Suggestions addressing mitigation for the proposals, including an offer to use privately owned land for mitigation measures and another recommending Biodiversity Net Gain is achieved along with a commitment to following an established 'mitigation hierarchy'.	Rampion 2 is commitment to 10% Biodiversity Net Gain, in accordance with the strategy presented at Environmental Statement (ES) Appendix 22.15: Biodiversity Net Gain information, Volume 4 (APP REF: 6.4.22.15).	Y
CRO17.	Crosscutting - suggestions/queries - Need case	Suggestions and queries on the need for the proposals, including a suggestion that a balance is needed between the need for renewable energy and the need to protect archaeological assets.	<p>Current government policy supports the development of up to 50GW of offshore wind in the UK by 2030 against a current operational capacity of just under 14GW.</p> <p>Rampion 2 is being proposed as it is thought to be a good location for an offshore wind farm. The planning process will determine whether the project is acceptable.</p>	N

CRO18.	Crosscutting - suggestions/queries - Peppering	Suggestions concerning the Peppering Project, including one that the Applicant should acknowledge the local, national and international significance of the project and another that a proposed "stand-off" distance from it is insufficient mitigation.	LACR-01d has been routed to maintain a 500m buffer from the release point of the Peppering Project, in line with expert guidance. Ornithology impacts are assessed in Environmental Statement (ES) Chapter 22: Terrestrial ecology and nature conservation, Volume 2 (APP REF: 6.2.22).	N
CRO19.	Crosscutting - suggestions/queries - Rampion 1 evidence	A request for evidence that the impacts of constructing Rampion 1 have not been long-lasting.	Rampion Offshore Windfarm and Rampion Extension Development are distinct companies with different ownership. The DCO application for Rampion 2 is to be assessed in accordance with the Planning Act 2008.	N
CRO20.	Crosscutting - suggestions/queries - Route selection/assessment	Suggestions and queries on the assessment and selection of route alternatives, including the implications of the LACR01d route on other potential route options, and the extent to which the potential impacts of different route options have been measured against each other. Another comment highlighted the need for the Applicant's Environmental Statement to provide clear and evidence-based assessments of the chosen route.	The Preliminary Environmental Information presented at each consultation considered effects individually so that route options could be compared against each other. The selected route is assessed cumulatively in the Environmental Statement supporting the application. The process for selecting the chosen route is described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	Y

CRO21.	Crosscutting - suggestions/queries - Trenchless crossings	A request for the effectiveness of trenchless crossings and their risks to be set out in the Applicant's environmental assessments.	The proposed trenchless crossings of Sullington Hill LWS and ancient woodland sites have been visited by a 'no dig' specialist to determine feasibility and the activity within these designated sites confirmed.	
CRO22.	Crosscutting - Support	Expressions of support for the proposals in general.	This is noted	
CRO23.	Crosscutting - Support - Wind farms/renewable energy	An expression of support for renewable energy and wind farms in general.	This is noted	
CRO24.	Crosscutting - Support with caveat	Expressions of support for the proposals or for windfarms in general on the condition that environmental impacts, including impacts on birds, can be controlled.	This is noted	

7.5.4. **Theme: Other route**

ID	Code	Issue statement	Response	Scheme change? (Y/N)
OTH01.	Other route - LACR01b - Concern - Peppering	Opposition to LACR01b on the basis of its potential impacts on the Peppering Project.	LACR01b was not progressed	Y

OTH02.	Other route - Cowfold - Concern	An extended comment setting out concerns over the impacts of a potential sub-section of the cable route on the area of Cowfold, including air quality, noise, socioeconomics, traffic, and landscape impacts. The comment suggests that residents of Cowfold had not been properly notified of a previous consultation in which this potential sub-section of the route was addressed.	Environmental Statement (ES) Chapter 17: Socio-economics, Volume 2 (APP REF: 6.2.17), Chapter 21: Noise and vibration, Volume 2 (APP REF: 6.2.21), Chapter 19 Air quality, Volume 2 (APP REF: 6.2.19), Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18), and Chapter 23: Transport (APP REF: 6.2.23) set out the potential effects of impacts from the Rampion 2 Cable route and conclude that with embedded mitigation measures there are no likely significant effects	N
OTH03.	Other route - LACR01a+1c - Support	A comment in support of a route option involving LACR01a and LACR01c, on the basis that it is the least impactful option.	LACR-01d was selected over alternative routes 1b and 1c as it is expected to have fewer impacts on ecology and businesses, and as a shorter route also has fewer traffic, noise and air quality effects, as described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	N
OTH04.	Other route - LACR01b+01c - Support	A comment in support of either LACR01b or LACR01c, or the two options combined, on the basis that	LACR-01d was selected over alternative routes 1b and 1c as it is expected to have fewer impacts on ecology and	N

		they are less impactful than other options.	businesses, and as a shorter route also has fewer traffic, noise and air quality effects, as described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	
OTH05.	Other route - LACR01c - Support	Support for the LACR01c route option.		
OTH06.	Other route - OCR - Concern	Opposition to the original cable route that was included in the Applicant's initial statutory consultation on the basis of its potential impacts on the Peppering Project.	LACR-01d was selected over the original PEIR route as it is expected to have fewer impacts on ecology and the water environment, and would affect fewer settlements, as described in in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	Y
OTH07.	Other route - Support - LACR01b	Support for LACR01b on the basis that it has fewer impacts than other routes.	LACR-01d was selected over alternative routes 1b and 1c as it is expected to have fewer impacts on ecology and businesses, and as a shorter route also has fewer traffic, noise and air quality effects, as described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	

<p>OTH08.</p>	<p>Other route - Washington - Concern</p>	<p>Expressions of concern over route options that would impact the village of Washington and its surroundings, including references to a number of potential negative effects including noise and disruption from construction of the cable routes, long term effects stemming from easements over land in the area, and impacts on wildlife.</p>	<p>Options around Washington were consulted upon during the non-statutory consultation, and the consequent route selection process is described in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). Impacts on noise and on wildlife are assessed in the Environmental Statement.</p>	
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7.6. Key statutory consultee responses

Key responses that have been referenced in the Environmental Statement have been reproduced here. Below is a list of responses included:

- List 1
- List 2

8. Targeted Rampion 2 extension to the National Grid substation consultation – 28 April to 30 May 2023

8.1. **Publicity**

8.1.1. Letter to residents and businesses



Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park,
Whitehill Way
Swindon
SN5 6PB

Contact the team at:
Rampion2@rwe.com

For More Information:
www.rampion2.com

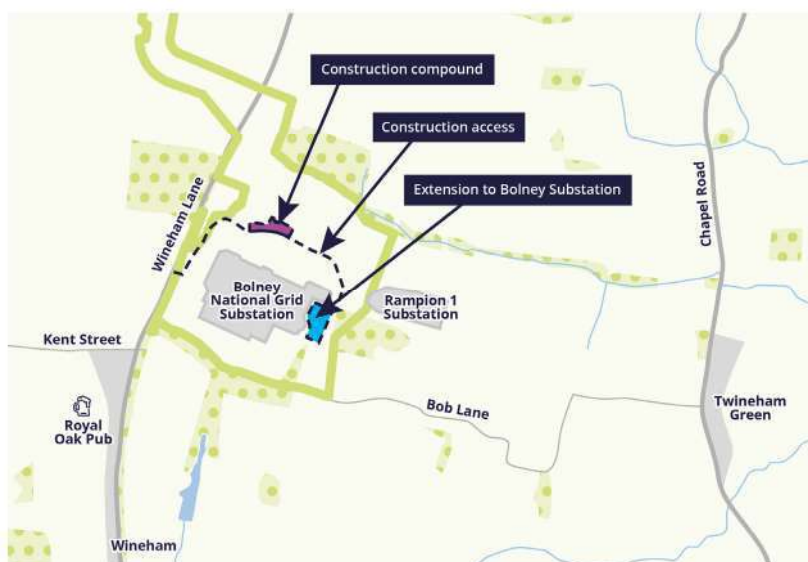
26th April 2023

Dear Sir/Madam

Public consultation: Rampion 2 – Bolney Substation Extension

We are writing to you as a resident or business located within 1km of our proposals, providing details of where you can find information about our proposals and how to provide your feedback.

This targeted consultation presents proposals for a comparably small extension to the existing National Grid Bolney substation, requiring up to 6% increase in the footprint area. This will be required to connect the power from our wind farm into the National Grid, so that it can be used by homes and businesses.



The consultation is open:

28 April to 30 May 2023

For more information,
please visit:
rampion2.com/consultation

PUBLIC DROP-IN EVENT

MONDAY 15th MAY 4-8pm

The Royal Oak Wineham,
Wineham Lane BN5 9AY

Registered office is:
RWE, Windmill Hill Business Park, Whitehill Way, Swindon, SN5 6PB

Company Number: 12091939
Website: www.rampion2.com



This consultation is limited to our proposals at the National Grid Bolney substation, at the very end of our onshore cable route. Effectively this extension would create the “socket” to enable the electricity generated by the windfarm to be “plugged” into the National Grid. This is separate from our proposed project substation at Oakendene and this consultation does not include any other elements of the project such as the onshore cable route or offshore wind farm¹.

To view our proposals and preliminary environmental information about this proposal, and to have your say, you can visit: rampion2.com/consultation. The consultation is open from 28th April to 30th May and if you have any questions about this consultation, call us free on **0800 2800 886** or email us at rampion2@rwe.com.

How to have your say

Response form

Our response form can either be completed online or downloaded and sent by email or via our Freepost address.

Freepost

Send your response form or comments to: **FREEPOST: RAMPION 2**

This freepost address is the only text needed on the envelope, no stamp is required.

Email

Comments or electronic copies of the response form should be emailed to: rampion@rwe.com. Please note, we cannot guarantee that responses sent to any other address will be considered.

Next steps - we will consider all the consultation feedback alongside the results of technical and environmental surveys, to help finalise our proposals which we will submit to the Planning Inspectorate for examination later this summer. Should the project achieve consent, the wind farm will be fully operational before the end of the decade.

We look forward to hearing from you.

The Rampion 2 Team

¹ The Rampion 2 proposed offshore windfarm could generate up to 1,200 megawatts, enough to power over 1 million homes², meaning Rampion and Rampion 2 combined will be able to power all of the homes in Sussex, twice over.

² based on an average annual domestic household electricity consumption of 3,618 kWh (BEIS, Dec 2019)

8.1.2. **Distribution map**



8.1.3. **Example email sent to parish councils**

Further to extensive public consultation on the Rampion 2 wind farm during 2021, the Rampion 2 team followed this by consulting local communities on potential changes to our onshore electricity cable route proposals in October – November 2022 and a targeted consultation on one further cable route option in February – March 2023.

The Rampion 2 team is now conducting one further targeted consultation regarding proposals for a small extension to the National Grid Bolney substation, close to Wineham village and located in the Parish of Twineham. This would be required to essentially provide a ‘socket’ to be able to ‘plug’ in the power from the Rampion 2 wind farm to the National Grid, so that it can be used by homes and businesses. The Bolney substation footprint area needs to be extended by up to a 6% to enable this connection.

We are consulting with relevant landowners, local residents and key public bodies, including the parishes of Twineham, Cowfold, Bolney and Shermanbury, and we welcome feedback from people living and working close to the Bolney substation site. All feedback received will be considered alongside the feedback already received during previous consultations, helping us form our final proposals.

The areas that form part of these proposals are highlighted on the map below.



You can find more information about this proposal and how to provide your feedback, at <https://rampion2.com/consultation/> which includes a description of the proposal, its location and a summary of its likely environmental effects.

Please note, this consultation is focussed only on the substation extension and is not revisiting any other part of the Rampion 2 project such as the offshore elements, the onshore substation at Oakdene or any other part of the onshore cable route. The closing date for responses is Tuesday 30th May 2023.

We have sent you some hard copies of the attached poster to promote the consultation and associated event at the Royal Oak Pub Wineham, on Monday 15th May from 4 – 8pm. I would be grateful if you could place these on parish notice boards and also please feel free to share the attached poster on your channels.

Statutory consultees under s42 of the planning act 2008 will be receiving formal notification of this consultation by post.

Our consultation is open between **28th April and 30th May** and you can respond by any of the following methods:

Online via the Response Form on our project website: www.rampion2.com

By e-mail: Rampion2@rwe.com

By Post: FREEPOST: Rampion 2

If you have any questions, you can also get in touch using the email address above or by calling us on **Freephone:** 0800 2800 886.

Following the consultation period, our Development Consent Order (DCO) application for the wind farm and its electrical connection is planned to be submitted in summer 2023. Once submitted it will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

The proposed Rampion 2 wind farm could generate up to 1,200 megawatts, enough to power over 1 million homes, meaning Rampion and Rampion 2 combined will be able to power all of the homes in Sussex, twice over.

Should the project achieve consent approval, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

Please do not hesitate to get in touch if you would like to discuss our draft proposals for the Bolney substation extension.

Many thanks,

8.1.4. **Press release**

PRESS RELEASE

28 APRIL 2023

Rampion 2 Local Consultation on Bolney Substation Extension

A local consultation opens on 28 April to 30 May 2023 by the Rampion 2 Offshore Wind Farm team regarding proposals for a small extension to the existing National Grid Bolney substation, close to Wineham village and located in the Parish of Twineham.

This would be required to connect the power from Rampion 2 windfarm into the National Grid, so that it can be used by homes and businesses. The Bolney substation needs to be extended by up to 0.6ha or 1.5 acres for infrastructure to enable this connection, representing a 6% increase to the existing National Grid site area.

“We welcome feedback from people living and working close to the Bolney substation site and all feedback received will be considered alongside the feedback already received during previous consultations, helping us form our final proposals, which we will submit in our consent application in summer 2023,” said Chris Tomlinson, Development & Stakeholder Manager, Rampion 2, RWE.

Rampion 2 proposed offshore windfarm could generate up to 1,200 megawatts, enough to power over 1 million homes¹, meaning Rampion and Rampion 2 combined will be able to power all of the homes in Sussex, twice over.

Following the consultation period, the development consent order (DCO) application for the wind farm is planned to be submitted in summer 2023, which will be followed by a period of examination. Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

Maps and details can be found at Rampion2.com

ENDS

References:

¹ based on an average annual domestic household electricity consumption of 3,618 kWh (BEIS, Dec 2019)

8.1.5. Media coverage

Date	Publication	Headline
280423	Sussex World Online	Bolney Substation Extension Consultation
040523	West Sussex County Times	Bolney Substation Extension Consultation
100523	Bognor Regis Gazette	Bolney Substation Extension Consultation

8.2. Section 42

8.2.1. Section 42 consultees

As listed in Appendix 7.2. with the exception of parish councils.
See Consultation Report for details.

8.2.2. Example section 42 notification

Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park
Whitehill Way
Swindon
SN5 6PB

26th April 2023

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Targeted consultation pursuant to Section 42 of the Planning Act 2008

Rampion Extension Development Ltd (the Applicant) is writing to you as a consultee for the purpose of section 42 of the Planning Act 2008 (“the Act”),

The Applicant has previously consulted with you in respect of proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. The formal statutory consultation on the proposed application for a development consent order for Rampion 2 and the Preliminary Environmental Information Report took place in summer 2021 (and was re-opened in early 2022), and supplementary consultations on potential amendments to the onshore electricity cable route have subsequently been undertaken in October to November 2022 and February to March 2023.

The Applicant has considered the responses to those previous consultations, along with the results of ongoing environmental and engineering work. As a result of this it has been confirmed with National Grid that an extension to, and additional infrastructure would be required for the Rampion 2 project at Bolney Substation and this infrastructure is the subject of this consultation. The infrastructure proposed is within the boundary for the project that has been subject to previous consultation.

The purpose of this letter is to consult you on the proposed extension to and new infrastructure at the existing Bolney substation. You are being specifically consulted on the proposals because either;

- You have, or may have, an interest in land which is the subject of the new proposed extension and new infrastructure. You may have already been separately contacted by the applicant, or land agent acting on behalf of the applicant in that regard;

- You are a statutory consultee, pursuant to of Section 42 of the Act; or
- You are a person(s) or body to whom we believe the proposed changes may be of interest.

This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008 (the Act).

As you will be aware from previous consultations, the Act sets out procedures for applications for categories of development that are identified as 'Nationally Significant Infrastructure Projects' (NSIPs). The categories of development are set out within the Act and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the Planning Inspectorate and a recommendation will be made to the relevant Secretary of State, who will then decide whether or not to approve the DCO.

The Proposals

As you will be aware the offshore windfarm proposals comprise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a single corridor for the maximum route length of approximately 40.5 km;
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District;
- Underground cables between the new Oakendene substation site and the National Grid Bolney substation to connect the offshore

wind farm to the national electricity transmission system via new infrastructure.

This consultation relates to the proposed extension to and new infrastructure at Bolney substation.

Consultation materials are available to view or download from the project website <https://rampion2.com/consultation>. This includes the following:

- Consultation proposals;
- Other documents, plans and maps showing the nature and location of the proposal;
- Preliminary Environmental Information - Bolney Substation Extension Works - this is the main document where you can find out about our preliminary assessment of the environmental effects of this change. To understand the information presented in this document you may also wish to read the:
 - Preliminary Environmental Information Report (PEIR) and Non-Technical Summary (NTS) to the PEIR (issued as part of the formal statutory consultation in July 2021);
 - Supplementary Information Report (SIR) to the PEIR (issued as part of the onshore cable route consultation in October 2022); and
 - Further Supplementary Report (FSIR) to the PEIR (issued as part of the supplemental onshore cable route consultation in February 2023)
 - the Consultation Response form.

Hard copies of the consultation materials, including that which was made available as part of previous supplemental consultations, can be provided on request made via the contact details below and may be subject to a fee. Consultation materials can also be provided on a USB drive on request.

The Newly Proposed Infrastructure and Land Affected

This targeted consultation presents proposals for a comparably small extension to the existing National Grid Bolney substation, close to Wineham village and located in the Parish of Twineham. The infrastructure and equipment within this extension would be required to connect the power from our Rampion 2 windfarm into the National Grid.

The extension to the existing National Grid site, and the infrastructure installed, would be permanent. The fenced site will be extended by up to 0.65ha, and the proposed location is on the south-eastern edge of the existing site as shown on the consultation materials.

Within this area there are two possible designs for the substation extension. The technology options for the connection use either Air Insulated Switchgear (AIS), where the main electrical equipment would be visible outside and would require a larger area, or Gas Insulated Switchgear (GIS), which would be housed within a building but require a smaller area. National Grid will decide which design is best, considering the needs of the wider substation and legal requirements that they have to follow. The existing substation perimeter fence would be extended securely around this infrastructure to create a single site. A temporary access for construction and construction compound will also be required.

Consultation

The Applicant is undertaking this targeted consultation with prescribed bodies, landowners and those with other interests in the land affected to seek their views on the extension to the National Grid substation and provision of additional infrastructure.

Please provide any responses to this letter by:

- email to rampion2@rwe.com or
- in writing to Rampion 2, Freepost
- Online via the comments form on the project website:
www.rampion2.com/consultation
- by 30th May 2023. This allows you in excess of 28 days to respond as required by the Planning Act 2008.

If you have responded to a previous consultation in respect of the proposed Rampion 2 project you do not need to repeat your responses as part of this consultation. Your response to this consultation in respect of the substation extension and new infrastructure will be considered, and details of how the final project proposals have had regard to this and other responses at each stage of the consultation process, will be presented in the Consultation Report to be submitted with the DCO application.

Further Information

Further information about the project that was available during the previous consultation periods, including environmental information and works plans for the whole cable route, is also available on the project website www.Rampion2.com/consultation.

Please do contact the Rampion 2 team at Rampion2@rwe.com or freephone 0800 2800 886 if you would like to discuss the proposed project and how your land interest may be affected by this proposed amendment to the project proposals.

Following the conclusion of the consultation period, the DCO application for the offshore wind farm and its electrical connection will be finalised and it is planned to be submitted in summer 2023. Once submitted the application will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

The Rampion 2 team look forward to receiving your comments to enable them consider their final proposals.

Yours faithfully

The Rampion2 Project Team

8.3. Section 44

8.3.1. Example section 42 notification sent to PWILs (section 44)

2 Snow Hill
Birmingham
B4 6GA
T: 0121 794 6250

Our ref: s42 Land Interest
Consultation – Bolney

26th April 2023

Dear Sir or Madam,

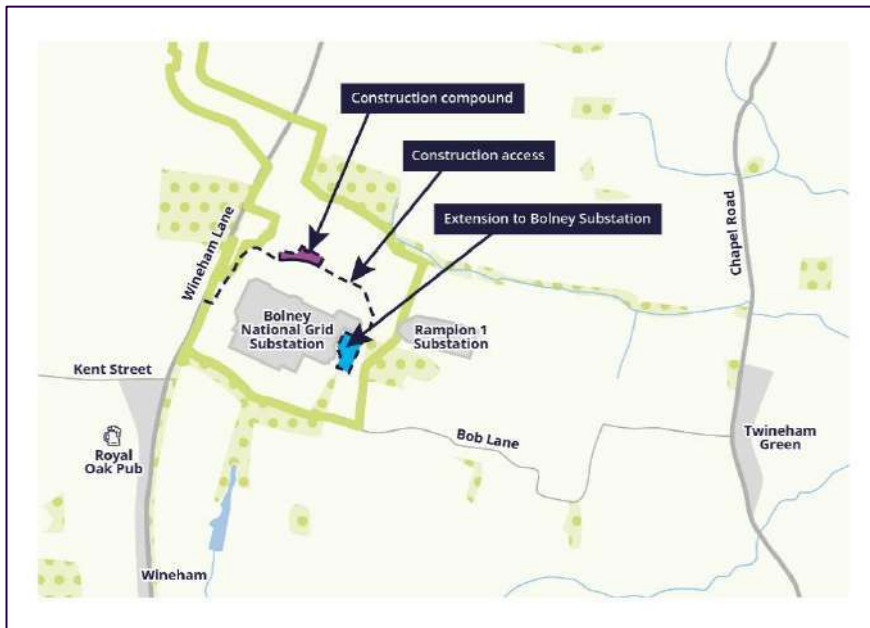
Rampion 2 – Consultation: 28th April – 30th May 2023

We are contacting you, on behalf of Rampion Extension Development Limited (RED), regarding the proposals being developed for Rampion 2, an offshore wind farm adjacent to the existing Rampion Offshore Wind Farm. We are writing to you as we believe you have an interest in a property or land within the area that may potentially be affected by the project.

Further to extensive public consultation on the Rampion 2 wind farm during 2021, 2022 and 2023, Rampion2 has now considered the feedback from these consultations, along with the results of our ongoing environmental and engineering work. As a result of this it has been confirmed with National Grid that additional infrastructure would be required for the Rampion 2 project adjacent to Bolney Substation and this infrastructure is the subject of this consultation.

The new area proposed for locating this infrastructure is shown in blue in the map below and it is also shown on the enclosed plans, which also shows the proposed temporary construction access and construction compound. You can find more information about our proposal at <https://rampion2.com/consultation> including a technical report containing information about the potential environmental effects.

The purpose of this letter about our consultation is to invite you, as someone with an interest in a property or land affected by the proposal, to submit your comments / representations on the proposed infrastructure adjacent to the existing Bolney Substation site. We enclose the “works plan” plan reference 42285-WOOD-CO-ON-PN-MD-0026 showing the location of the proposed infrastructure and a copy of our “s42 letter”, which we are legally required to send to you. The s42 letter sets out how you can respond to our consultation.



A “Drop in” event is taking place on at the Royal Oak, Wineham Lane, Wineham, BN5 9AY on 15th May between 4pm and 8pm. Consultation materials will be on display at the event and Rampion 2 representatives will be available to discuss the proposals.

Further information about the project that was available during the previous consultation periods, including environmental information and works plans for the whole cable route, is also available on the project website www.Rampion2.com. Please do contact us at rampion@carterjonas.co.uk if you would like to discuss the proposed project and how your land interest may be affected by this proposed alternative.

Following the consultation period, our Development Consent Order (DCO) application for the offshore wind farm and its electrical connection is planned to be submitted in summer 2023. Once submitted it will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State. Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

We look forward to receiving your comments to enable Rampion 2 to consider their final onshore electricity cable route proposals.

Yours faithfully

[Redacted signature]

For and on behalf of Carter Jonas

Enc: Targeted Onshore Works Plan 42285-WOOD-CO-ON-PN-MD-0026
“Section 42” letter

8.4. Consultation material

8.4.1. Website

Materials remain live via the website: <https://rampion2.com/consultation-proposals-2023-bolney/>

Rampion 2 WIND FARM About Rampion 2 ▾ About Us ▾ Development ▾ Consultations ▾ Latest ▾ Keep in Touch 🔍

Consultation Proposals

This targeted consultation presents proposals for a comparably small extension to the existing National Grid Bolney substation, close to Wineham village and located in the Parish of Twineham. This would be required to connect the power from our Rampion 2 wind farm into the National Grid, so that it can be used by homes and businesses.

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- 1 Introduction to this Consultation
- 2 Why this work is necessary
- 3 Proposals for consultation
- 4 Construction and access
- 5 Environmental mitigation
- 6 Potential environmental impacts
- 7 Technical Consultation Documents
- 8 Definitions
- 9 We want to hear from you:

Introduction to this Consultation

This consultation is limited to our proposals at the National Grid Bolney substation, at the very end of our onshore cable route. Effectively this extension would create the “socket” to enable the electricity generated by the wind farm to be “plugged” into the National Grid. This is separate from our proposed project substation at Oakendene. The Bolney substation needs to be extended by around 0.65ha for infrastructure to enable this connection, representing up to a 9% increase to the existing National Grid site area.

Here you will find a description of the proposal, its location and a summary of its likely environmental effects. You can respond based on this, or you can read more in our technical documents. This includes more detailed information about potential environmental effects associated with this proposal.

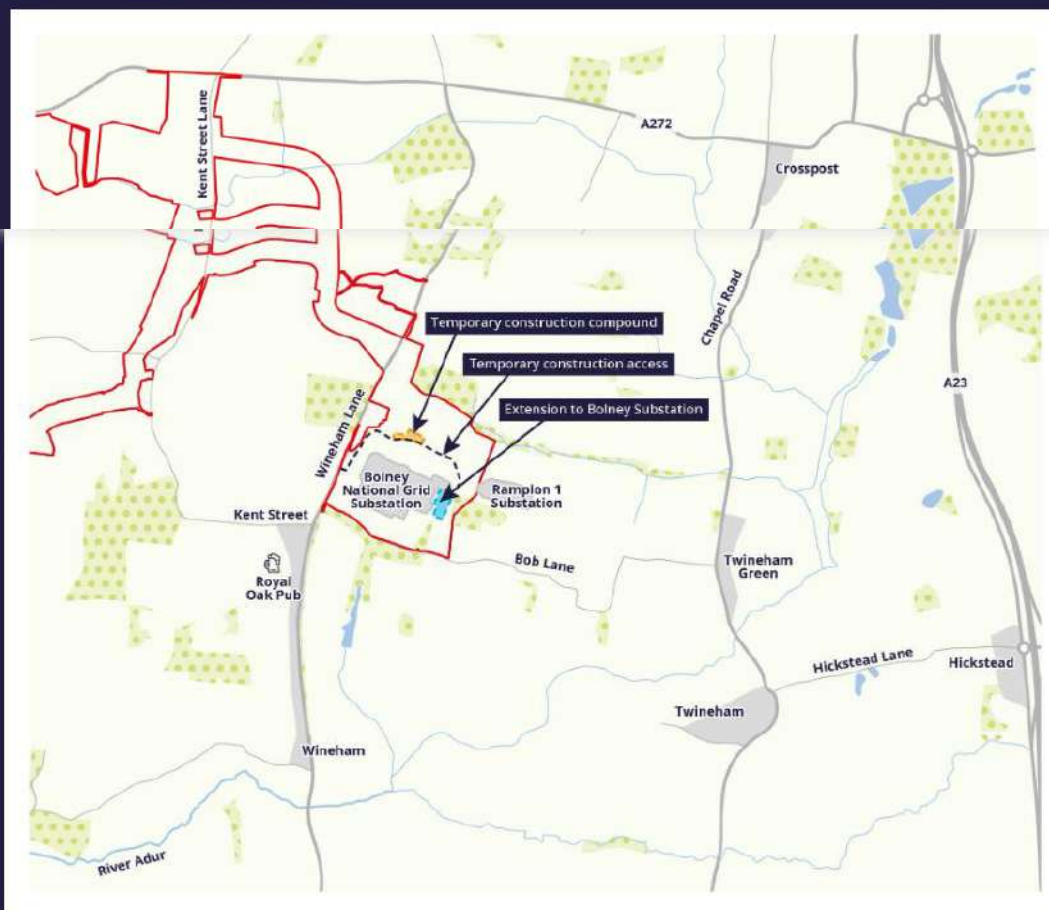
The proposed substation extension is the focus of this consultation. All feedback received will be considered alongside the feedback already received during previous consultations. This will help us form our final proposals, which we will submit in our consent application in summer 2023.

We use some technical terminology in the remainder of this consultation. Please do read the ‘definitions’ at the bottom of this page if this helps.

Why this work is necessary

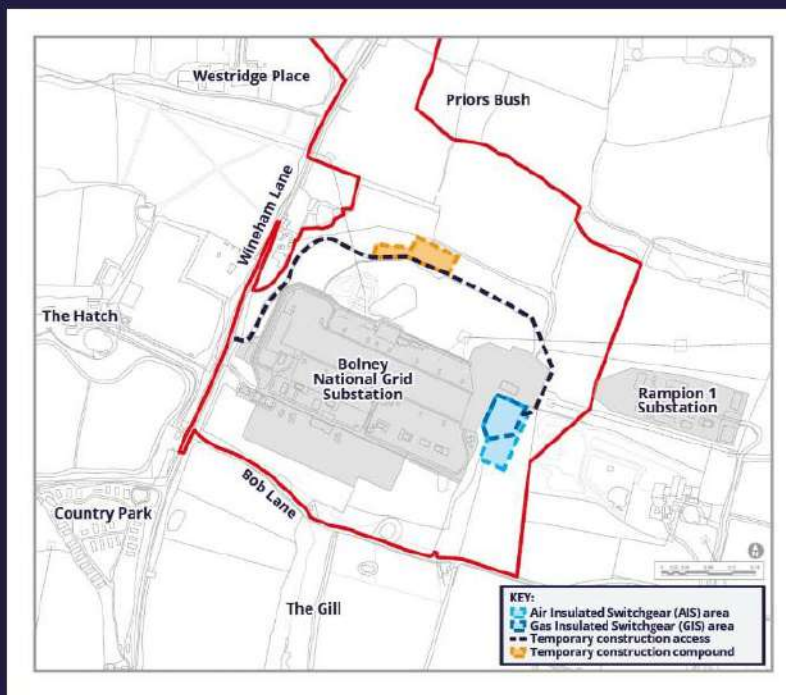
Our proposed offshore wind farm could generate up to 1,200 megawatts, enough to power over 1 million homes, meaning Rampion and Rampion 2 combined will be able to power all of the homes in Sussex, twice over. This power is to be carried onshore by buried cables and would be transformed to national electricity network voltage (400kV) at our project substation at Oakendene, with further cables connecting the Oakendene substation to the National Grid Bolney substation; these elements have already been consulted upon. Connecting into the National Grid Bolney substation allows the power we generate to be transmitted onwards to the people that use it. To do this we have confirmed with National Grid that additional infrastructure would be required, being the subject of this consultation.

Proposals for consultation

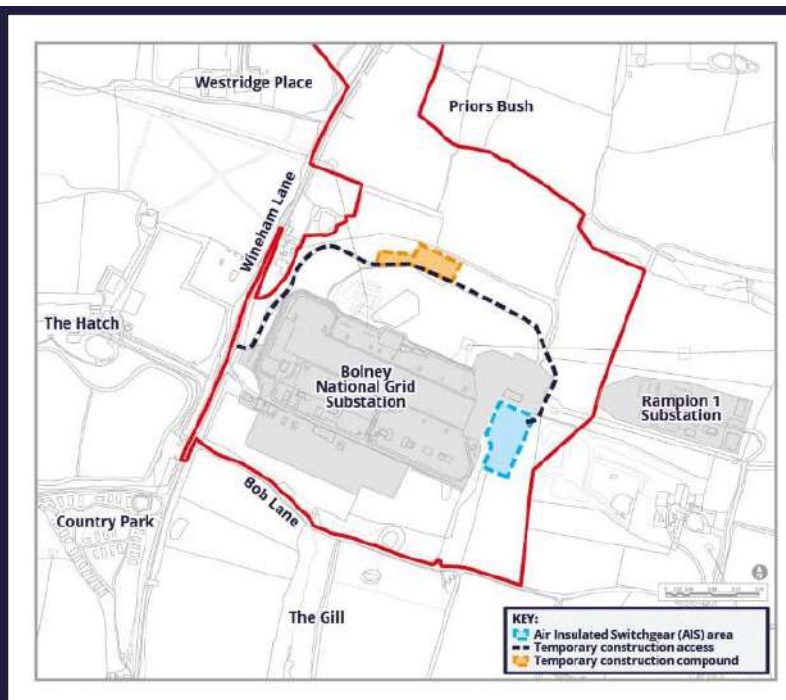


We are proposing a comparably small extension to the existing National Grid Bolney substation. The extension to the site, and the infrastructure installed would be permanent. We are consulting on extending the fenced site by up to 0.65ha (about 1.6 acres), into land already owned by National Grid. Our proposed location would be on the south-eastern edge of the existing site, near an area of woodland.

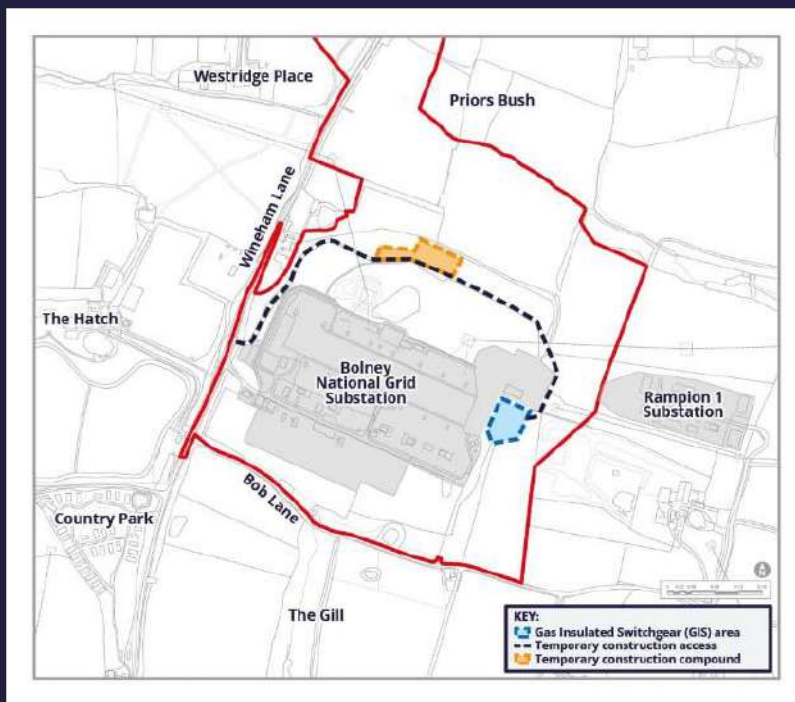
Within this new location, there are two possible electrical designs for the substation extension. National Grid will decide which design is best, considering the needs of the wider substation and legal requirements that they have to follow. We will seek planning consent for both options, so that the decision can be made nearer to the date of construction. The technology options for the connection use either Air Insulated Switchgear (AIS), where the main electrical equipment would be visible outside and would require a larger area, or Gas Insulated Switchgear (GIS), which would be housed within a building but require a smaller area.



An AIS connection would look similar to most of the existing Bolney substation, with electrical equipment up to 12m high. Existing busbars (used to transmit electricity) within the National Grid site would be extended eastwards into the new area. This option uses a larger area of land, up to 0.63ha, increasing the substation area by 6%.

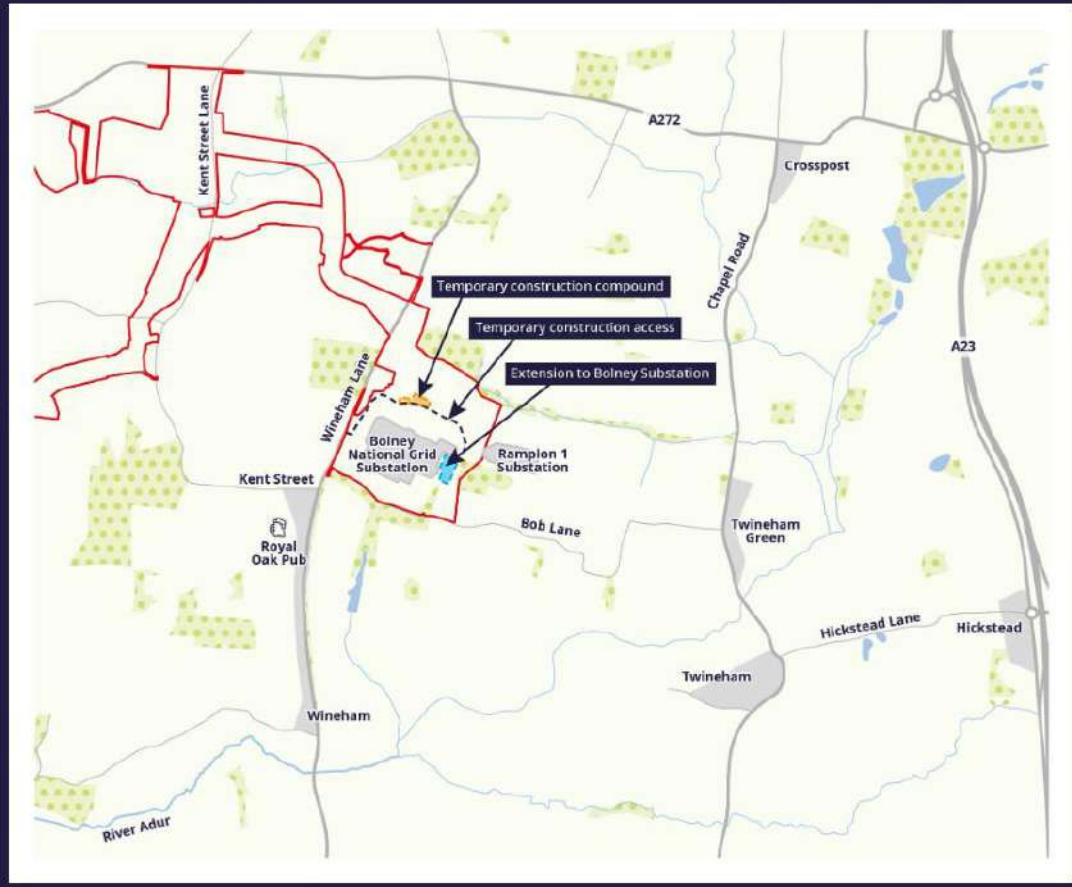


For GIS we would create an enclosed building for switchgear. Detailed design would be carried out at a later date, but we are expecting a building with maximum dimensions of 35metres (m) x 20m, and 12m tall. This would be similar to the other large buildings on the existing National Grid site. Existing busbars (used to transmit electricity) within the National Grid site would be extended up to our new building. This option would use less land, around 0.35ha, only increasing the substation footprint by 3%.



In both cases, the new buried cables bringing power from our Dakendene substation would be connected to the proposed National Grid extension on the east side. The substation perimeter fence would then need to be extended securely around this infrastructure to create a single site.

Construction and access



Construction would take a maximum of 12 months and would be subject to the same normal working hours as the rest of our project (07:00-19:00 Monday to Friday and 08:00-13:00 on Saturdays). We would set up a construction compound nearby, likely just to the north of the existing substation on National Grid land currently used as hardstanding.

Construction vehicles would use the existing access to the National Grid Bolney substation, and drive around the existing site to reach our works. Construction traffic would reach Bolney substation from the main road network via the A272 and Wineham Lane, like our other works in the vicinity. Monthly inspections and any future maintenance would be from within the National Grid Bolney site.

Environmental mitigation

The environmental mitigations that we have already committed in our [Code of Construction Practice](#) would also apply here, including traffic management and restrictions on working hours (as set out above), construction noise and lighting.

We think that the extension location would be well screened by existing vegetation and we have produced visualisations of how the substation extension would fit in the landscape [here](#). However, there is the opportunity to plant more if required, such as to screen views from Bob Lane to the south. Details of layout, appearance and landscaping are usually agreed with the local planning authority prior to construction. We welcome opinions on visual screening as part of the consultation.

Potential environmental impacts

The proposed substation extension would lie entirely within the project boundary that was considered in our Preliminary Environmental Information Report. We don't think that this work would cause any additional likely significant effects on the environment, nor would it affect any additional sensitive receptors beyond those previously reported.

There are no public rights of way within the construction or operational area, and our earlier conclusion of effects on users is therefore unchanged. The proposed site is already well screened from views in, and we would commit to further planting to mitigate landscape effects as required. There are no sensitive receptors or likely significant effects beyond those previously reported.

The additional works would generate additional construction traffic, but given the relatively small scale of the works, this wouldn't change the assessment conclusions in the PEIR Supplementary Information Report. The same applies to our appraisals of air quality and noise and vibration, for which no new receptors are identified and there is no change to our previous assessment conclusions. The operational noise of the proposed switchgear is unlikely to be audible outside of the substation boundary and is thus not significant.

Our proposed site is not part of a priority habitat inventory or otherwise protected for ecology, and the construction compound would be on existing hardstanding. No new terrestrial ecology receptors are identified, and it would not result in a change to our assessment conclusions in the PEIR.

The additional permanent development proposed would increase the overall permanent land use area of the project, but this extent is not significant and does not change our earlier conclusions regarding effects on soils and agriculture. Development near the existing Bolney substation has the potential for ground contamination, but this has already been assessed in our PEIR. The additional area of hardstanding proposed for the substation extension would need to be accounted for in the drainage strategy, but the scale required would not affect the conclusions of the PEIR.

We think that prior ground disturbance would have reduced the potential for surviving buried archaeology, and visual screening reduces the potential for impacts on the setting of listed buildings and other heritage assets. There would be no additional receptors and no change to the PEIR assessment conclusions.

Considering the implementation of embedded environmental mitigation measures, we don't think that the extension of the Bolney substation as proposed would result in any additional receptors or likely significant environmental effects beyond those already assessed.

Technical Consultation Documents

New	Previously Published
Preliminary Environmental Information (PEI) Main document	Outline Code of Construction Practice
PEI Appendix A: Location plans	Works Plans (Original)
PEI Appendix B: Statutory and non-statutory environmental designations	Work Plans (Statutory Onshore Consultation)
PEI Appendix C: Visualisations	Work Plans (Targeted Onshore Consultation LACR-1d)
Work Plans	Preliminary Environmental Information Report (PEIR) Original
	PEIR Supplementary Information Report (PEIR SIR) (Statutory Onshore Consultation)
	PEIR Further Supplementary Information Report (PEIR FSIR) (Targeted Onshore Consultation LACR-1d)

Definitions

National Grid Bolney substation / Bolney substation:

National Grid owned and operated 400 kilovolt substation located just north of Bob Lane and east of Wineham Lane in the parish of Twineham.

Project substation / Oakdene substation:

Rampion 2's proposed onshore substation south of the A272 and west of Kent Street, required to transform the power up to 400kV to enable connection into the National Grid Bolney substation.

Substation Extension:

A small extension to the existing Bolney substation, on the east side, providing a 'socket' from which to 'plug' into the Bolney substation – also the subject of this consultation.

AIS (Air Insulated Switchgear):

Air Insulated Switchgear (AIS), where the main electrical equipment would be visible outside and would require a larger area.

GIS (Gas Insulated Switchgear):

Gas Insulated Switchgear (GIS), where the main electrical equipment would be housed within a building but require a smaller area.

Cable route:

The route for our electricity cables from the landfall to the Bolney substation, via our own onshore project substation. The cables would be laid underground over a normal construction width of 50m, including our temporary construction works and the 20m permanent space we need for cables.

Receptors:

Something that could be affected by our works, for example, a property or nature conservation site that might hear construction noise. We identify receptors to understand the potential effect of our project.

Consent application / Development Consent Order (DCO) application:

The DCO application will include our final proposals (onshore and offshore), Environmental Statement (setting out potential impacts and intended mitigations), Consultation Report (setting out consultation feedback and how we took it into account) and Book of Reference (maps and details of land ownership). These are submitted to the Planning Inspectorate for examination.

Outline Code of Construction Practice (CoCP):

Sets out the approach to how construction activities will be managed and controlled, in order to deliver the commitments and mitigation arising from the onshore elements of the project.

Preliminary Environmental Information Report (PEIR):

Our initial assessment of the original project, consulted on in summer 2021.

PEIR Supplementary Information Report (PEIR SIR):

Additional information on the changes that were the subject of our statutory onshore consultation in autumn 2022.

PEIR Further Supplementary Information Report (PEIR FSIR):

Extra information on the onshore cable route proposal that was the subject of our targeted onshore consultation in February 2023.

Construction traffic:

This could run along a dedicated access route we create, or on the local highway network.

Construction access:

Used for construction vehicles to get from the local highway network to our substation extension site and construction compound.

Operational access:

Used by vehicles to monitor the Bolney substation extension at monthly intervals, or maintain the site on occasion, as required.

Construction compound (temporary):

Provides space for laydown areas for the storage of materials, welfare facilities, parking etc. The land will be made good upon completion of works.

Preliminary Environmental Information:

Information that is reasonably required for those being consulted to develop an informed view of the likely significant environmental effects of the development.

Work Plans:

Plans prepared to show the general categories of works in the new area we are consulting on.

We want to hear from you:

We welcome views on the proposed extension to the National Grid Bolney substation, in Twineham. We will consider your feedback alongside that received from our existing consultations to help inform what we take forward to our Development Consent Order application. Please note, this consultation focusses on the National Grid substation extension only and is not revisiting any other part of the project such as the offshore elements, the onshore electricity substation at Oakdene or the onshore cable route. Please ensure that all comments are provided by 23:59 on Tuesday 30th May 2023.

To provide your feedback, please use the link below.

[CLICK HERE TO HAVE YOUR SAY](#)

[DOWNLOAD A FEEDBACK FORM HERE](#)

8.4.2. **Consultation booklet**

Rampion 2 Bolney Substation extension Consultation proposals

This targeted consultation presents proposals for a comparably small extension to the existing National Grid Bolney substation, close to Wineham village and located in the Parish of Twineham. This would be required to connect the power from our Rampion 2 wind farm into the National Grid, so that it can be used by homes and businesses.



Introduction to this Consultation

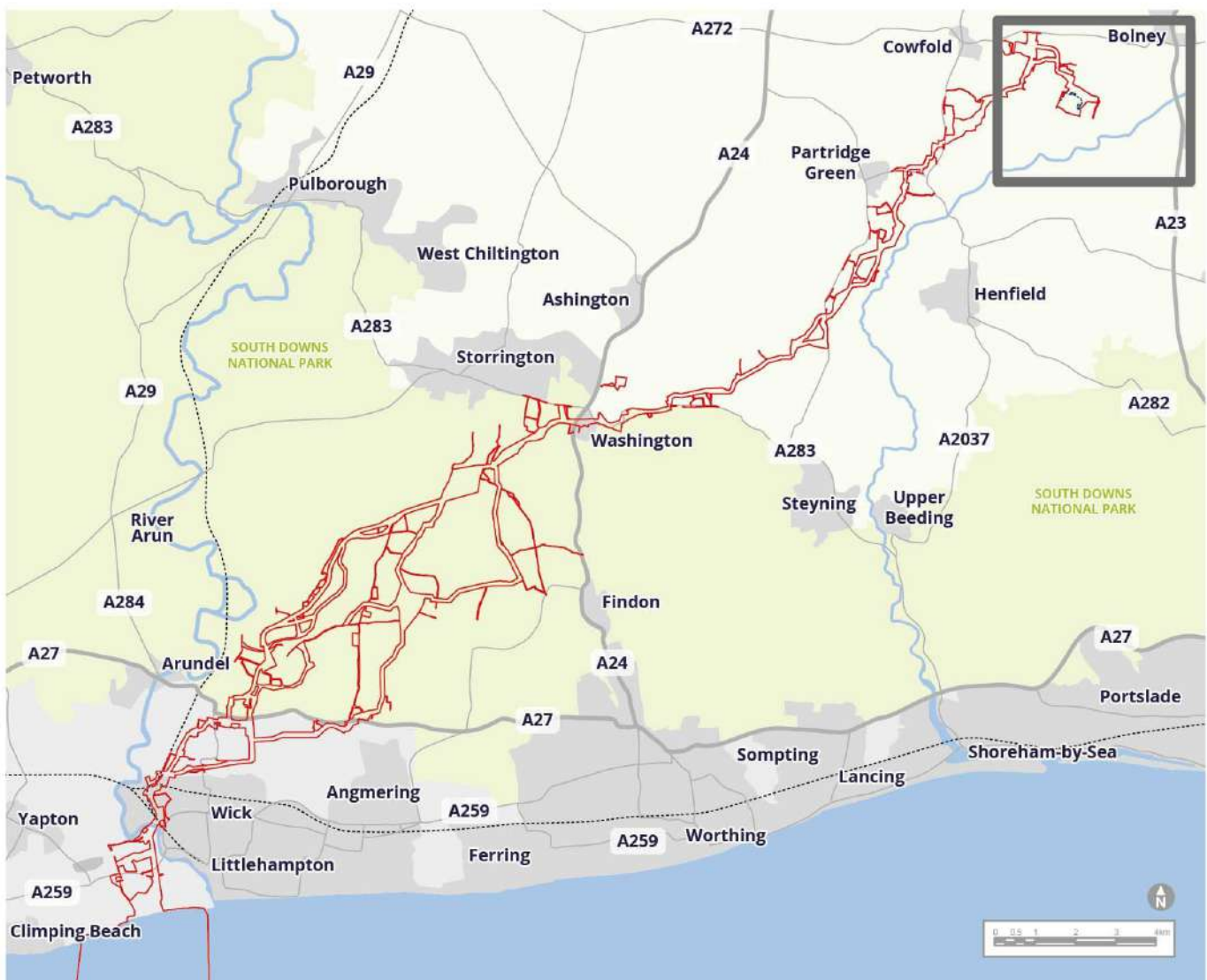
This consultation is limited to our proposals at the National Grid Bolney substation, at the very end of our onshore cable route. Effectively this extension would create the “socket” to enable the electricity generated by the wind farm to be “plugged” into the National Grid. This is separate from our proposed project substation at Oakendene. The Bolney substation needs to be extended by around 0.6ha for infrastructure to enable this connection, representing up to a 6% increase to the existing National Grid site area.

Here you will find a description of the proposal, its location and a summary of its likely environmental effects. You can respond based on this, or you can read more in our technical

documents. This includes more detailed information about potential environmental effects associated with this proposal.

The proposed substation extension is the focus of this consultation. All feedback received will be considered alongside the feedback already received during previous consultations. This will help us form our final proposals, which we will submit in our consent application in summer 2023.

We use some technical terminology in the remainder of this consultation. Please do read the ‘definitions’ at the end of this booklet if this helps.



Why this work is necessary

Our proposed offshore wind farm could generate up to 1,200 megawatts, enough to power over 1 million homes, meaning Rampion and Rampion 2 combined will be able to power all of the homes in Sussex, twice over. This power is to be carried onshore by buried cables and would be transformed to national electricity network voltage (400kV) at our project substation at Oakendene, with further cables

connecting the Oakendene substation to the National Grid Bolney substation; these elements have already been consulted upon. Connecting into the National Grid Bolney substation allows the power we generate to be transmitted onwards to the people that use it. To do this we have confirmed with National Grid that additional infrastructure would be required, being the subject of this consultation.

Proposals for consultation

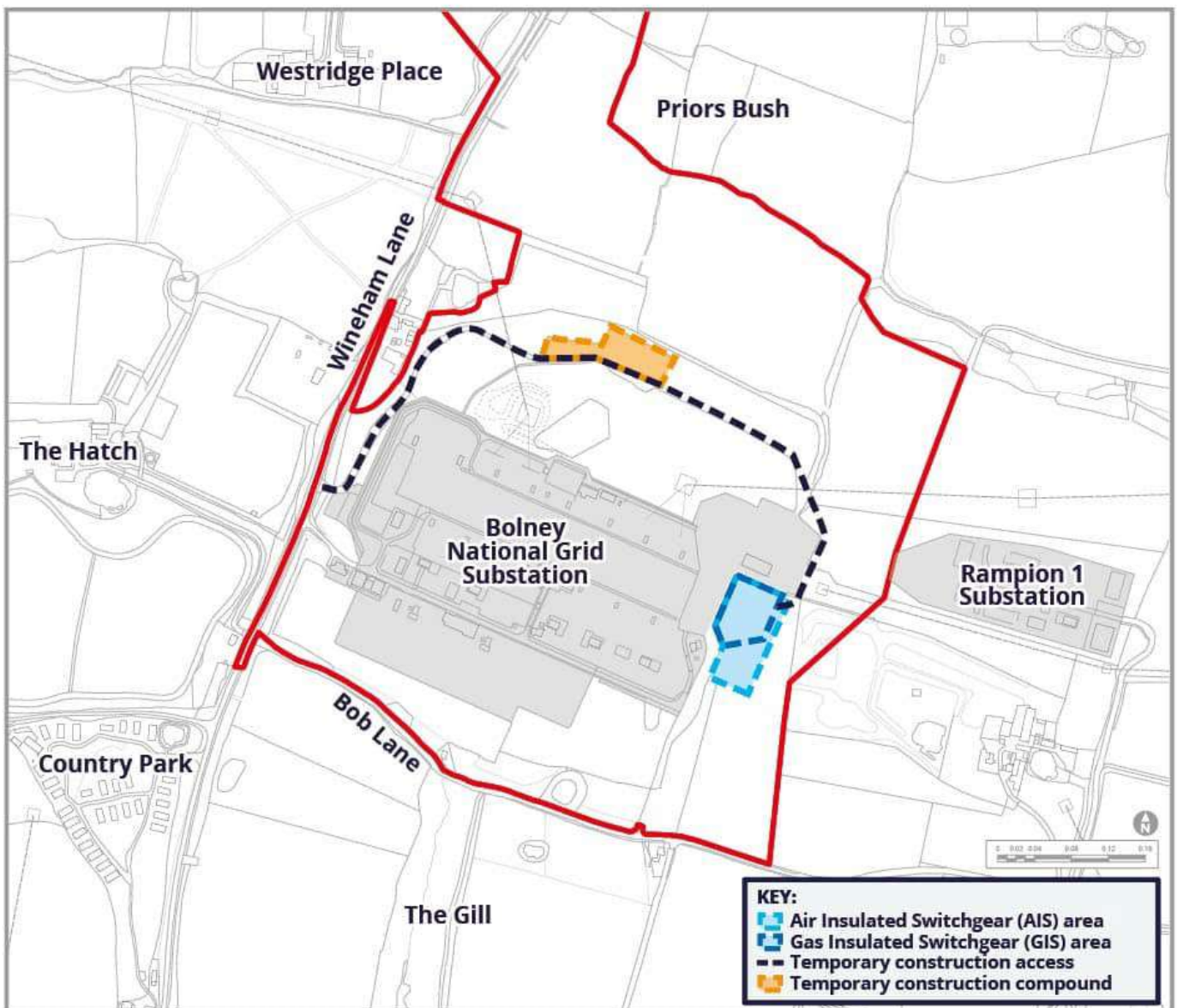
We are proposing a comparably small extension to the existing National Grid Bolney substation. The extension to the site, and the infrastructure installed would be permanent. We are consulting on extending the fenced site by up to 0.65ha (about 1.6 acres), into land already owned by National Grid. Our proposed location would be on the south-eastern edge of the existing site, near an area of woodland.



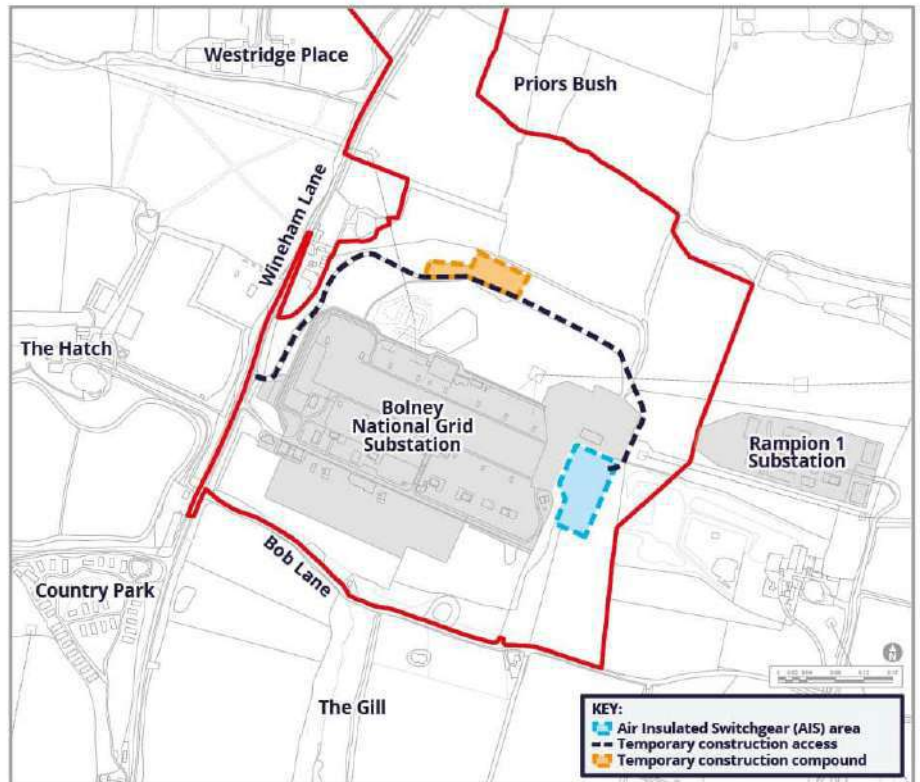
Within this new location, there are two possible electrical designs for the substation extension. National Grid will decide which design is best, considering the needs of the wider substation and legal requirements that they have to follow.

We will seek planning consent for both options, so that the decision can be made nearer to the date of construction.

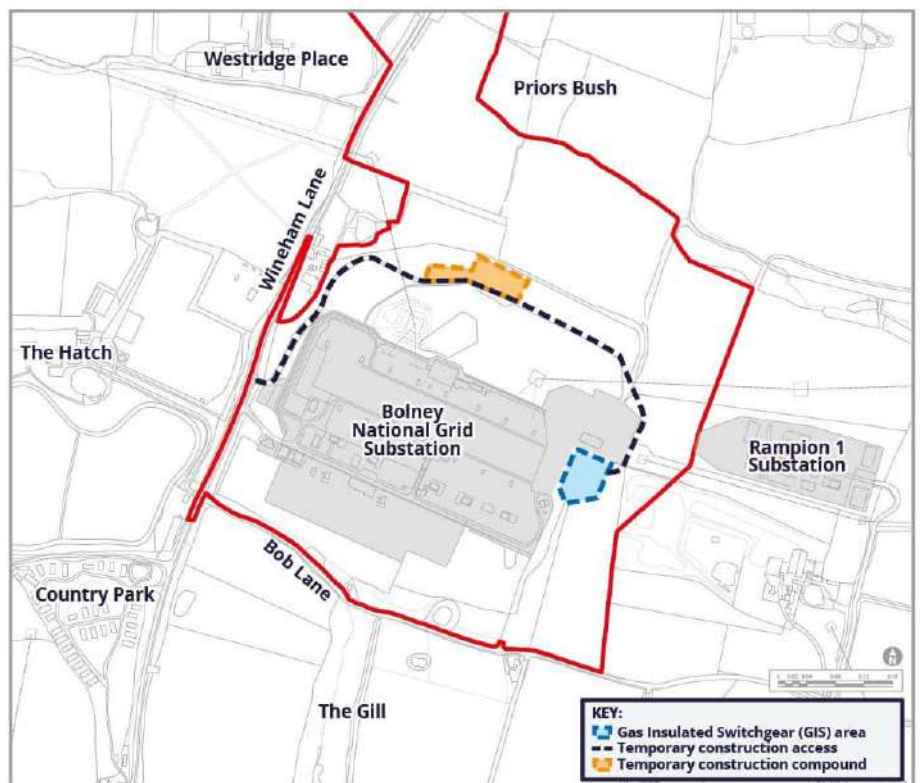
The technology options for the connection use either Air Insulated Switchgear (AIS), where the main electrical equipment would be visible outside and would require a larger area, or Gas Insulated Switchgear (GIS), which would be housed within a building but require a smaller area.



An AIS connection would look similar to most of the existing Bolney substation, with electrical equipment up to 12m high. Existing busbars (used to transmit electricity) within the National Grid site would be extended eastwards into the new area. This option uses a larger area of land, up to 0.65ha, increasing the substation area by 6%.



For GIS we would create an enclosed building for switchgear. Detailed design would be carried out at a later date, but we are expecting a building with maximum dimensions of 35metres (m) x 20m, and 12m tall. This would be similar to the other large buildings on the existing National Grid site. Existing busbars (used to transmit electricity) within the National Grid site would be extended up to our new building. This option would use less land, around 0.35ha, only increasing the substation footprint by 3%.



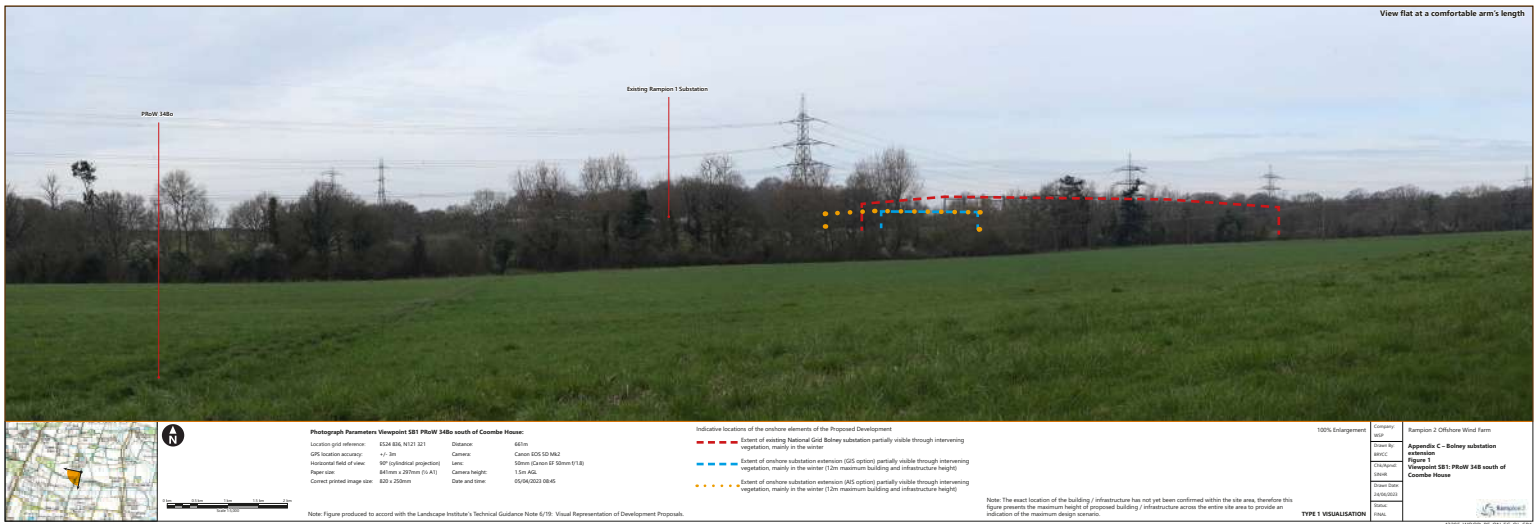
In both cases, the new buried cables bringing power from our Oakendene substation would be connected to the proposed National Grid extension on the east side. The substation perimeter fence would then need to be extended securely around this infrastructure to create a single site.

Environmental mitigation

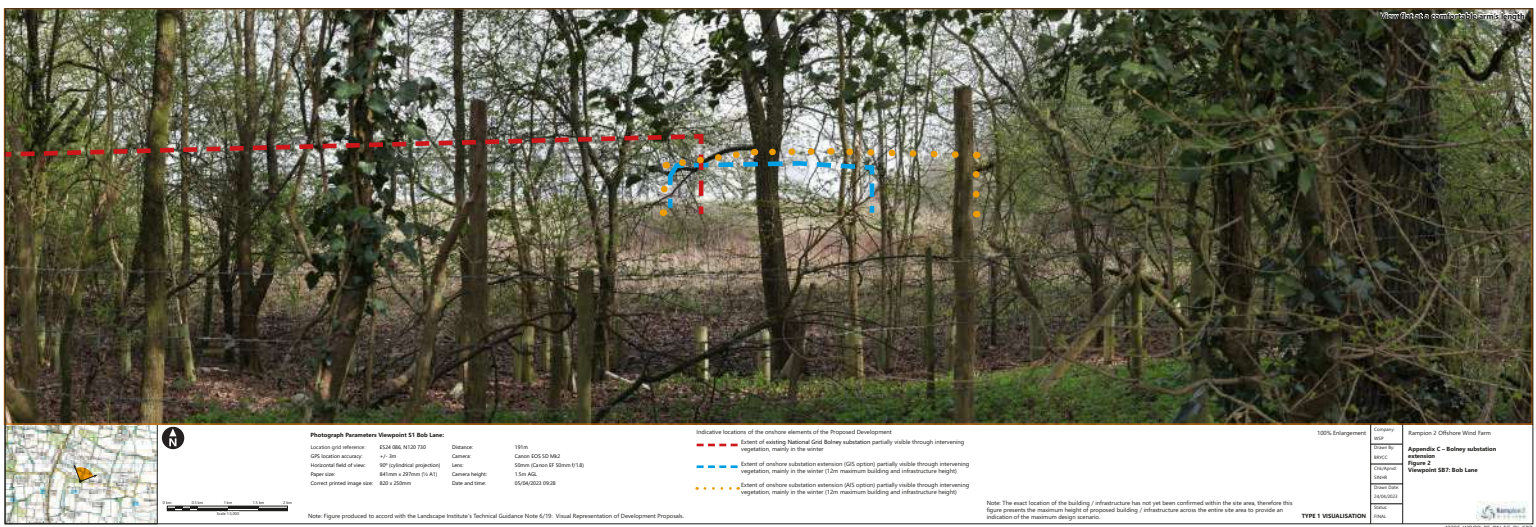
The environmental mitigations that we have already committed in our Code of Construction Practice would also apply here, including traffic management and restrictions on working hours (as set out on the opposite page *Construction and access*), construction noise and lighting .

We think that the extension location would be well screened by existing vegetation and we have produced visualisations of how the substation extension would fit in the landscape. However, there is the opportunity to plant more if required, such as to screen views from Bob Lane to the south. Details of layout, appearance and landscaping are usually agreed with the local planning authority prior to construction. We welcome opinions on visual screening as part of the consultation.

Viewpoint SB1: Public Right of Way 34B South of Coombe House



Viewpoint SB7: Bob Lane



Potential environmental impacts

The proposed substation extension would lie entirely within the project boundary that was considered in our Preliminary Environmental Information Report. We don't think that this work would cause any additional likely significant effects on the environment, nor would it affect any additional sensitive receptors beyond those previously reported.

There are no public rights of way within the construction or operational area, and our earlier conclusion of effects on users is therefore unchanged. The proposed site is already well screened from views in, and we would commit to further planting to mitigate landscape effects as required. There are no sensitive receptors or likely significant effects beyond those previously reported.

The additional works would generate additional construction traffic, but given the relatively small scale of the works, this wouldn't change the assessment conclusions in the PEIR Supplementary Information Report. The same applies to our appraisals of air quality and noise and vibration, for which no new receptors are identified and there is no change to our previous assessment conclusions. The operational noise of the proposed switchgear is unlikely to be audible outside of the substation boundary and is thus not significant.

Our proposed site is not part of a priority habitat inventory or otherwise protected for ecology, and the construction compound would be on existing hardstanding. No new terrestrial ecology receptors are identified, and it would not result in a change to our assessment conclusions in the PEIR.

The additional permanent development proposed would increase the overall permanent land use area of the project, but this extent is not significant and does not change our earlier conclusions regarding effects on soils and agriculture. Development near the existing Bolney substation has the potential for ground contamination, but this has already been assessed in our PEIR. The additional area of hardstanding proposed for the substation extension would need to be accounted for in the drainage strategy, but the scale required would not affect the conclusions of the PEIR.

We think that prior ground disturbance would have reduced the potential for surviving buried archaeology, and visual screening reduces the potential for impacts on the setting of listed buildings and other heritage assets. There would be no additional receptors and no change to the PEIR assessment conclusions.

Considering the implementation of embedded environmental mitigation measures, we don't think that the extension of the Bolney substation as proposed would result in any additional receptors or likely significant environmental effects beyond those already assessed.

Construction and access

Construction would take a maximum of 12 months and would be subject to the same normal working hours as the rest of our project (07:00-19:00 Monday to Friday and 08:00-13:00 on Saturdays). We would set up a construction compound nearby, likely just to the north of the existing substation on National Grid land currently used as hardstanding.

Construction vehicles would use the existing access to the National Grid Bolney substation, and drive around the existing site to reach our works. Construction traffic would reach Bolney substation from the main road network via the A272 and Wineham Lane, like our other works in the vicinity. Monthly inspections and any future maintenance would be from within the National Grid Bolney site.

Definitions

National Grid Bolney substation / Bolney substation:

National Grid owned and operated 400 kilovolt substation located just north of Bob Lane and east of Wineham Lane in the parish of Twineham.

Project substation / Oakendene substation: Rampion 2's proposed onshore substation south of the A272 and west of Kent Street, required to transform the power up to 400kV to enable connection into the National Grid Bolney substation.

Substation Extension: A small extension to the existing Bolney substation, on the east side, providing a 'socket' from which to 'plug' into the Bolney substation – also the subject of this consultation.

AIS (Air Insulated Switchgear): Where the main electrical equipment would be visible outside and would require a larger area.

GIS (Gas Insulated Switchgear): Where the main electrical equipment would be housed within a building but require a smaller area.

Cable route: The route for our electricity cables from the landfall to the Bolney substation, via our own onshore project substation. The cables would be laid underground over a normal construction width of 50m, including our temporary construction works and the 20m permanent space we need for cables.

Receptors: Something that could be affected by our works, for example, a property or nature conservation site that might hear construction noise. We identify receptors to understand the potential effect of our project.

Consent application / Development Consent Order (DCO) application: The DCO application will include our final proposals (onshore and offshore), Environmental Statement (setting out potential impacts and intended mitigations), Consultation Report (setting out consultation feedback and how we took it into account) and Book of Reference (maps and details of land ownership). These are submitted to the Planning Inspectorate for examination.

Outline Code of Construction Practice (CoCP): Sets out the approach to how construction activities will be managed and controlled, in order to deliver the commitments and mitigation arising from the onshore elements of the project.

Preliminary Environmental Information Report

(PEIR): Our initial assessment of the original project, consulted on in summer 2021.

PEIR Supplementary Information Report (PEIR SIR):

Additional information on the changes that were the subject of our statutory onshore consultation in autumn 2022.

PEIR Further Supplementary Information Report

(PEIR FSIR): Extra information on the onshore cable route proposal that was the subject of our targeted onshore consultation in February 2023.

Construction traffic: This could run along a dedicated access route we create, or on the local highway network.

Construction access: Used for construction vehicles to get from the local highway network to our substation extension site and construction compound.

Operational access: Used by vehicles to monitor the Bolney substation extension at monthly intervals, or maintain the site on occasion, as required.

Construction compound (temporary): Provides space for laydown areas for the storage of materials, welfare facilities, parking etc. The land will be made good upon completion of works.

Preliminary Environmental Information: Information that is reasonably required for those being consulted to develop an informed view of the likely significant environmental effects of the development.

Work Plans: Plans prepared to show the general categories of works in the new area we are consulting on.

We want to hear from you

We welcome views on the proposed extension to the National Grid Bolney substation, in Twineham. We will consider your feedback alongside that received from our existing consultations to help inform what we take forward to our Development Consent Order application. Please note, this consultation focusses on the National Grid substation extension only and is not revisiting any other part of the project such as the offshore elements, the onshore electricity substation at Oakendene or the onshore cable route.

Please ensure that all comments are provided by 23:59 on Tuesday 30th May 2023.

To provide your feedback, please visit rampion2.com/consultation, click on 'Consultation Proposals' and scroll down to the bottom of the page to complete your Consultation Response Form online.

You can also download and email your completed Form or your comments to Rampion2@rwe.com

Finally, you can print, complete and post the Form to **FREEPOST: RAMPION 2**. This freepost address is the only text needed on the envelope and no stamp is required.

We look forward to hearing from you.

8.4.3. **Response form**

Rampion 2 extension to the National Grid substation at Bolney Consultation

Please complete this consultation response form to let us know your views on the Rampion 2 extension to the National Grid substation at Bolney. This consultation is focussed only on the substation extension. Please note, this consultation is not revisiting any other part of the Rampion 2 project such as the offshore elements, or any other part of the onshore cable route.

The closing date for responses is **Tuesday 30 May 2023 at 23:59**.

We welcome **all** comments and feedback on the Rampion 2 extension to the National Grid substation. Your feedback is important to us and will help us decide our final proposals. This will then form part of our Development Consent Order (DCO) application to be submitted later this year, which will be accompanied by a Consultation Report. Our Consultation Report will explain how Rampion 2 has had regards to all comments received during the consultation.

The Data Protection Act 2018

We are committed to protecting your personal information. Whenever you provide such information, it will be processed in compliance with the General Data Protection Regulation (GDPR) by Rampion 2.

How will Rampion 2 use the information we collect about you?

We will use your personal data collected via this engagement for a number of purposes, including to:

- analyse your feedback to the consultation
- produce a Consultation Report, based on our analysis of responses (individuals will not be identified in the report)
- write to you with updates about the results of the consultation and other developments
- keep up-to-date records of our communications with individuals and organisations

Any personal information you include in this form will be handled and used by (or made available to) the following recipients to record, analyse and report on the feedback we receive:

- Rampion 2;
- The Planning Inspectorate (which will consider our DCO application for permission to build Rampion 2);
- The Secretary of State for the Department for Energy Security and Net Zero (DESNEZ) (who will take the decision on our DCO application);
- our legal advisers;
- consultants working on the Rampion 2 project

It is also possible that trusted third-party providers, for example construction companies, may later use the contact details provided in your responses to communicate with you about the project.

What rights do I have over my personal data?

Under the terms of the GDPR, you have certain rights over how your personal data is retained and used by Rampion 2. For more information see our full data privacy notice via this link:

<https://rampion2.com/privacy-policy/>

Consultation questions

Q1. Rampion 2 extension to the National Grid substation at Bonley

Q2. Environmental information

Q3. Other comments

Q4. The consultation

Q5. About you

How to submit your Response Form

1. Rampion 2 extension to the National Grid substation at Bolney

Please see **Rampion 2 extension to the National Grid substation** at Bolney in our consultation proposals for more details.

Do you have any comments on our proposals for the extension to the National Grid substation at Bolney?

2. Environmental Information

We have prepared more environmental information about the Rampion 2 extension to the National Grid at Bolney , which is part of this consultation.

To what extent do you agree that we have identified and assessed the important issues?

Do you have any suggestions for additional impacts and issues we should consider and ways in which our substation extension could be improved to mitigate impacts to the environment and local community?

3. Other comments

We have published a range of information on our consultation page <https://rampion2.com/consultation-2023> relating to this consultation, including the Consultation Proposals, environmental information and other maps.

Do you have any other comments that you would like to make on the Rampion 2 extension to the National Grid substation at Bolney?

4. The Consultation

In the box below, please let us know if there is any other feedback you would like to add regarding the Rampion 2 project or this consultation, and the consultation materials and website.

5. About you

We would be grateful if you could answer the following identification questions, which will help us categorise and understand the context of responses in order that we can address those accordingly. Details and views of individuals will not be made public. However, postcode data can help us to better understand the views of different communities in relation to the proposals. To view our privacy statement, please visit <https://rampion2.com/privacy-policy/>.

1. Name

2. Address

3. Postcode

4. Email address

5. If you are responding on behalf of an organisation, business or group, please include the name below.

Organisation

Type of organisation, business or campaign group:

- D Education
- D Business
- D Campaign group
- D Elected representative
- D Community or amenity
- D Environment or heritage
- D Local government
- D Statutory organisation
- D Transport, infrastructure or utility organisation
- D Other (please state):

6. How would you characterise your use of or interest in the development area?

- D I live in the area
- D I have a business in the area
- D I visit the area for recreational, holiday or leisure purposes
- D I work in the area
- D I attend full - or part-time education in the area
- D Other (please provide)

7. Please let us know how you heard about this consultation by ticking one or more of the following boxes:

- D Received a letter from Rampion 2
- D Received an email from Rampion 2
- D Received information from a local authority
- D Rampion 2 poster
- D Information on the project website
- D Coverage in local media
- D Word of mouth
- D Other (please state):

Equality and diversity

We would be grateful if you could answer the following equality and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, visit <https://rampion2.com/privacy-policy/> and follow the instructions on how to contact our Data Protection Officer.

I consent to Rampion 2 processing my special category data for the purposes of understanding the accessibility of the consultation. I have read Rampion 2's privacy notice (found after the Introduction section in this response form) and understood how it will be processing this data.

1. Do you consider yourself to be disabled?

Yes No Prefer not to say

2. Please describe your ethnic background

Asian or Asian British

White

Black, African, Caribbean or Black British

Mixed or multiple ethnic groups

Traveller or Irish Traveller

Other ethnic group

Prefer not to say

3. Age

Under16

16-24

25-34

35-44

45-54

55-64

65-74

75+

How to submit your response form

Please only use the following official response channels. We cannot guarantee that responses sent to any other address will be included in our analysis.

Response form

Our response form can either be completed online or downloaded from Rampion2.com and sent by email. Printed copies can be posted to our Freepost address.

Freepost

Send your response form or comments to: **FREEPOST: RAMPION 2**

This freepost address is the only text needed on the envelope, and no stamp is required.

Email

Comments or electronic copies of the response form should be emailed to:
Rampion2@rwe.com

How your response will be used

We will carefully consider all the responses we receive, before producing a Consultation Report that explains how we have taken them into account to develop our project.

For more information on the consultation, please visit **Rampion2.com/consultation**. Should you have an enquiry regarding the project or consultation, please contact us on:

Email: Rampion2@rwe.com

Freephone: 0800 2800 886

Please send your response by
Tuesday 31 May 2023.

8.5. Summary of responses received and consideration

The tables below set out a summary of the issues identified from feedback received to this stage of consultation. Each table includes:

- A code with the theme and sub-theme of the issue;
- A statement summarising the issue;
- The response by the Project/Applicant to the issue; and
- A statement whether the issue lead to a change in the proposals (along with an explanation where appropriate).

Themes include:

- Substation
- Consultation
- Oakendene
- The cable route
- Crosscutting.

8.5.1. **Response issues**

ID	Code	Issue statement	Project response	Scheme change? (Y/N)
SUB1	Substation - concern - archaeology	A comment expressing concern about the potential for the substation works to disturb archaeological assets, as yet unidentified.	The Outline Onshore Written scheme of Investigation (APP REF: 7.9) sets out how the archaeological mitigation will be implemented.	N
SUB2	Substation - concern - biodiversity	Comments expressing concern that the works would involve the removal of hedgerows and trees, with impacts on species that inhabit the area around the substation.	<p>Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) sets out the details of surveys and assessments which have been undertaken for the project.</p> <p>An Environmental Ecological Management and Monitoring Plan, effective for 10 years, will be produced which will take affect post construction.</p> <p>The environment has been central to the design of the project and as such there are a number of embedded environmental measures which have been committed to which will be implemented to minimise or avoid significant environmental effects. These measures are set out in each technical aspect chapter. With regard to vegetation, the following measures will be</p>	N

			<p>applied:</p> <ul style="list-style-type: none"> - Vegetation will be retained where possible. Where necessary, vegetation removal will be scheduled over winter to avoid bird breeding season. If not possible for all areas, any vegetation removal will be undertaken in line with British Standard (BS) 5837:2012 (Trees in relation to design, demolition and construction). This will be carried out under supervision and will be appropriately managed to remove the risk of damaging or destroying active nests, young or eggs. Suitable methods will also be used to ensure vegetation supporting other legally protected species is removed sensitively and in a legally compliant way. - Veteran trees are retained through design avoidance. Ground works within a buffer zone of 15 times the diameter of the tree or 5m from the edge of the tree’s canopy will be avoided. Should transmission cables go under a veteran tree via a trenchless crossing a depth of at least 6m below ground within the buffer zone will be maintained to avoid root damage. 	
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			<ul style="list-style-type: none"> - A Landscape Plan will be developed to reinstate or replace landscape elements such as trees, woodland and hedgerows, which have been removed as a result of construction. Attention will also be given to maintaining levels and types of vegetation and landscape patterns within each Landscape Character Area. 	
SUB3	Substation - concern - construction	Comments expressing concern about the impacts of constructing the upgraded facilities at the substation. Concerns included the length of the daily construction hours, construction traffic on local roads and dust and traffic affecting air quality and cleanliness, and the potential for vibration from large vehicles to affect the foundations of sensitive properties.	An Outline Code of Construction Practice (APP REF: 7.2) has been included in the application which sets out construction hours and committed mitigation that will help reduce the impact of construction activities to local residents. This includes the use of wheel wash facilities to help minimise dirt and dust transmission from vehicles existing the construction works and measures to reduce dust generation during dry periods, such as watering access roads.	N
SUB4	Substation - suggestion - land impact	A comment suggesting that the extent of the works be adjusted slightly, using an existing access pathway, in order to avoid affecting a particular person's land.	The works plans have been slightly adjusted to avoid this small parcel of land and retain all of the proposed works that were queried within the National Grid land holding.	Y Works plans adjusted.

SUB5	Substation - concern - water environment	Comments expressing concern about the potential impacts of works on the local water environment, which it is said form part of a Source Protection Zone, which means any contamination or other impacts could affect designated sites along the Arun Valley.	<p>The location of the proposed works is within the catchment of the river Adur.</p> <p>Environmental Statement (ES) Chapter 26: Water environment, Volume 2 (APP REF: 6.2.26) sets out the measures that Rampion 2 will use to reduce any potential effects on land drainage, and assesses that we do not consider this to be a likely significant effect of the project.</p> <p>Particular care will be taken to ensure that the existing land drainage regime is not compromised as a result of construction. A specialist drainage contractor / consultant will be engaged prior to construction to develop the pre- and post-construction drainage plan on agricultural land. Land drainage systems will be maintained during construction and reinstated on completion. Temporary cut-off drains will be installed parallel to the trench-line, before the start of construction, to intercept soil and groundwater before it reaches the trench. These field drains will discharge to local drainage ditches through silt traps, as appropriate, to minimise sediment release.</p>	N
SUB6	Substation - neutral	Comments stating no objections to the proposals.	Comment noted.	N

SUB7	Substation - neutral - built heritage	Comments stating that while there could be minor adverse impacts on Twineham Court Farmhouse during construction and operation, these have been reduced to acceptable levels.	Comment noted.	N
SUB8	Substation - neutral - con/ops noise	A comment stating that while there would be minor adverse impacts on noise and vibration during construction and operation, these have been reduced to acceptable levels.	Comment noted.	N
SUB9	Substation - neutral - contamination	A comment stating that no potential sources of ground contamination have been identified in the affected area.	Comment noted.	N
SUB10	Substation - neutral - other env impacts	A comment stating that there would no additional significant environmental effects as a result of the Project, during construction or operation.	Comment noted.	N
SUB11	Substation - suggestion - biodiversity	Comments calling on the Applicant to minimise the amount of hedgerows and trees to be removed during works, in order to maintain habitats and connectivity. Respondents emphasise the importance of these features to maintain biodiversity in an area with woodlands as well as farmland. Respondents call for compensatory planting should any vegetation be removed.	Environmental Statement (ES) Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 (APP REF: 6.2.22) sets out the details of surveys and assessments which have been undertaken for the project. An Environmental Ecological Management and Monitoring Plan, effective for 10 years, will be produced which will take affect post construction. The environment has been central to the design of the project and as such there are a number of embedded environmental	N

			<p>measures which have been committed to which will be implemented to minimise or avoid significant environmental effects. These measures are set out in each technical aspect chapter. With regard to vegetation, the following measures will be applied:</p> <ul style="list-style-type: none"> - Vegetation will be retained where possible. Where necessary, vegetation removal will be scheduled over winter to avoid bird breeding season. If not possible for all areas, any vegetation removal will be undertaken in line with British Standard (BS) 5837:2012 (Trees in relation to design, demolition and construction). This will be carried out under supervision and will be appropriately managed to remove the risk of damaging or destroying active nests, young or eggs. Suitable methods will also be used to ensure vegetation supporting other legally protected species is removed sensitively and in a legally compliant way. - Veteran trees are retained through design avoidance. Ground works within a buffer zone of 15 times the diameter of the tree or 5m from the edge of the tree’s canopy will be 	
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			<p>avoided. Should transmission cables go under a veteran tree via a trenchless crossing a depth of at least 6m below ground within the buffer zone will be maintained to avoid root damage.</p> <ul style="list-style-type: none"> - A Landscape Plan will be developed to reinstate or replace landscape elements such as trees, woodland and hedgerows, which have been removed as a result of construction. Attention will also be given to maintaining levels and types of vegetation and landscape patterns within each Landscape Character Area. 	
SUB12	Substation - suggestion - DCO documents	A comment suggesting that the works be carried out in the least impactful way, and this is reflected in the DCO documentation of the EIA.	<p>The DCO application includes numerous commitments which will help to minimise the impact of the works on the local environment through both construction and operation.</p> <p>The Commitments Register (APP REF: 7.22) sets out the commitments made.</p>	N
SUB13	Substation - suggestion - emergency access	A comment calling on the emergency access at Bolney Substation to be maintained in order to reduce the risk of incidents.	The proposal is to use an alternative access for the construction works allowing the operational access to be used as normal. This will enable the emergency access	N

			arrangements for the Bolney substation to remain as they currently are.	
SUB14	Substation - suggestion - engage NGET	A comment from a key stakeholder calling on the Applicant to engage closely with regards to any impacts on their assets or land.	The applicant will be closely engaging with National Grid with regard to their land and existing assets to help fulfil the contractual obligation of National Grid to provide the project with a connection at the Bolney substation.	N
SUB15	Substation - suggestion - GIS vs AIS	A comment suggesting that a decision is made on the type of switchgear in order to clarify the situation to stakeholders, plus another comment calling for the use of AIS because of its lower visual impacts.	The decision on the type of switchgear used at the Bolney works will be made by National Grid. The proposal for the works accounts for the two principal options that National Grid have.	N
SUB16	Substation - suggestion - protective provisions	A comment calling on the Applicant to agree with the stakeholder the terms of protective provisions, in order to protect the stakeholder's assets.	The applicant will agree protective provisions in order to protect the stakeholders assets.	N
SUB17	Substation - support	A general statement of support for the proposals.	Comment noted.	N
SUB18	Substation - support - Order Limits	A comment supporting changes to the proposed Project boundary, removing land to the north of the Rampion 1 substation and the access from Bob Lane.	Comment noted.	N
SUB19	Consultation - concern - materials	A comment expressing concern about the information provided in the consultation materials, saying that more information on the biodiversity impacts should have been provided in order for the respondent to take an informed view on the proposals.	The consultation materials for the Statutory Onshore Consultation were set out on rampion2.com in accordance with the Statement of Community Consultation (SoCC), in much the same format as for the Statutory Project-Wide Consultation, to help with familiarity, access and navigation.	N

			<p>The six navigation buttons on the consultation home page had largely the same headings, signposting to materials and information regarding:</p> <ul style="list-style-type: none"> Consultation Proposals (see next para.) Consultation Events (listing four face-to-face events & a virtual online event) What we've now fixed (offshore elements and onshore substation) About the consent process (Fact sheet) Contact us (contact details) Other information (re the construction and reinstatement from Rampion) <p>Consultation proposals webpage</p> <p>To enable easy access to the consultation proposals across a 40km cable route, the Applicant created an interactive map at the top of the webpage, allowing the visitor to select cable route areas from 1 – 7 to investigate the area most local to, or of most interest to them. The 7 areas are also recognisable via geographical references and place names. Upon clicking a cable route area, it was then broken down further into smaller sections e.g. a) b) c) etc, again easily identifiable via geographical references and place names.</p> <p>Once the visitor had identified the specific cable route section of most interest to</p>	
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			<p>them, e.g. 6c, they could view a large-scale map of a very local area, with labels identifying the proposals in that area. Immediately beneath the map was accompanying text corresponding with the labels on the map, to describe the proposals further.</p> <p>In accordance with the SoCC, a PDF of the Consultation Proposals in the form of a single Consultation Booklet, was available for download.</p> <p>The more technical documentation such as the Preliminary Environmental Information Report (PEIR), Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) and the Outline Code of Construction Practice were made available but were located further down the Consultation Proposals webpage, coming after the easily accessible interactive map and PDF of the Consultation Booklet.</p> <p>The consultation exhibitions and virtual online event also offered a range of opportunities to meet the team and seek any clarifications, while the Contact Us button on the website provided numerous methods to contact the team via a web</p>	
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			form, email address, postal address or Freephone number.	
SUB20	Consultation - concern - process	Comments expressing concern about the way the consultation has been carried out, with one respondent stating that the Applicant should be running a much wider consultation on the Project, and another saying that information on the Bolney substation changes should have been made available much earlier in the Project schedule.	<p>A number of statutory consultation exercises have been carried out, including a project wide consultation in 2021 which was widely-publicised.</p> <p>When the National Grid informed the project that a small extension was required to connect at Bolney Substation, a four week community consultation was held, which was publicised through letters sent to homes and businesses within 1km of the site, inviting them to have their say online and/or attend a drop-in event held within the community at the Royal Oak Pub in Twineham. This was attended by 50 people.</p> <p>A range of targeted materials were produced for the consultation and made available online, it was also possible for members of the public to request printed copies to be delivered by post. These materials included website proposals, further environmental information, maps and works plans.</p>	N

			<p>This was also publicised through local media relations, social media and posters on community poster boards and public rights of way.</p> <p>Letters were also sent to people with land interests and emails to local parish councils and MP.</p>	
SUB21	Consultation - concern - publicity	A comment expressing concern on the grounds that local people have not been adequately informed about the consultation.	<p>A number of statutory consultation exercises have been carried out, including a project wide consultation in 2021 which was widely-publicised.</p> <p>When the National Grid informed the project that a small extension was required to connect at Bolney Substation, a four week community consultation was held, which was publicised through letters sent to homes and businesses within 1km of the site, inviting them to have their say online and/or attend a drop-in event held within the community at the Royal Oak Pub in Twineham. This was attended by 50 people.</p> <p>A range of targeted materials were produced for the consultation and made available online, it was also possible for members of the public to request printed copies to be delivered by post. These materials included website proposals,</p>	N

			<p>further environmental information, maps and works plans.</p> <p>This was also publicised through local media relations, social media and posters on community poster boards and public rights of way.</p> <p>Letters were also sent to people with land interests and emails to local parish councils and MP.</p>	
SUB22	Consultation - support - process	A comment supporting the decision to include the Bolney substation upgrade in the DCO application.	Comment noted.	N
SUB23	Oakendene - concern	Comments expressing concern about the proposals to site the Rampion 2 substation at Oakendene, with traffic and biodiversity impacts mentioned. One respondent said the decision to choose Oakendene was not based on sound evidence, and another said they had not been properly consulted on the proposals. None commented on the Bolney substation proposals.	The selection of Oakendene substation took place after statutory consultation on two options, shortlisted from five initially appraised. The selection process and justification is set out in Environmental Statement Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3). The consultation process is described and evidenced in the Consultation Report (APP REF: 5.1)	N
SUB24	Cable route - concern	Comments expressing concern about the chosen cable route, with suggestions for how the route could be improved, but not commenting on the Bolney substation proposals.	The cable route between the proposed project substation at Oakendene and National Grid's substation at Bolney was reappraised considering consultation responses. It should be possible to route the cable north of Bolney substation extension to reduce impacts on other land uses as requested. A proposal to route the	N

			cable further south from Kent Street was not adopted due to the additional impacts on dwellings likely.	
SUB25	Rampion 2 - not Bolney substation	A comment calling for further engagement on the offshore and onshore elements of the Rampion 2 project, but not commenting on the Bolney substation proposals.	Comment Noted	N
SUB26	Consultation - Concern - Events	A comment criticising a consultation event at the Royal Oak public house, on the basis that staff were unable to answer questions concerning local impacts and features.	<p>Attending the event for Rampion 2 were: Development & Stakeholder Manager, Senior Consents Manager, Onshore Consents Manager, Engineering Manager, Consents Manager and a Publicity specialist.</p> <p>The Team do not recall being unable to answer any questions.</p>	N
SUB27	Consultation - Concern - Feedback	Comments expressing concern at the perceived failure of the Applicant to consider and act on feedback provided by consultees, including a proposal for an alternative route alignment.	<p>The cable has been routed to balance making it as short as possible and minimising disruption by considering proximity to residential properties and its impact on sensitive features .</p> <p>In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds as set out in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).</p>	N

SUB28	Consultation - Concern - Notification/publicity	A comment that a resident of Cowfold was not directly notified of the consultation but was informed of it by residents of a neighbouring parish.	<p>A number of statutory consultation exercises have been carried out, including a project wide consultation in 2021 which was widely publicised.</p> <p>When the National Grid informed the project that a small extension was required to connect at Bolney Substation, a four week community consultation was held, which was publicised through letters sent to homes and businesses within 1km of the site, inviting them to have their say online and/or attend a drop-in event held within the community at the Royal Oak Pub in Twineham. This was attended by 50 people.</p> <p>A range of targeted materials were produced for the consultation and made available online, it was also possible for members of the public to request printed copies to be delivered by post. These materials included website proposals, further environmental information, maps and works plans.</p> <p>This was also publicised through local media relations, social media and posters on community poster boards and public rights of way.</p>	N
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			Letters were also sent to people with land interests and emails to local parish councils and MP.	
SUB29	Consultation – suggestions and queries - Re-run/extend	A request for the consultation to be reopened in order to allow more detailed environmental information to be considered by consultees.	Consultations have been informed by Preliminary Environmental Information. The full Environmental Impact Assessment is contained in the DCO application and available for further public scrutiny.	N
SUB30	Crosscutting - Concern - Rampion 1	Concerns over the impacts of the proposals on Cowfold, based on negative experiences of Bolney residents with the construction of Rampion 1, including claims that construction traffic management measures were not followed and that work continued outside agreed working hours.	The Outline Code of Construction Practice (APP REF: 7.2) sets the proposed working hours for the project. Any working outside of these hours will have to be agreed with the local authorities in advance of the work being carried out. An Outline Construction Traffic Management Plan (APP REF: 7.6) has been submitted, the final version of which will contain details of the traffic management measures agreed with the local authorities. This plan will have to be agreed with the local authorities before construction work can begin. Agree hours of work and traffic management measures will be followed by the project.	N

8.6. Key statutory consultee responses

Key responses that have been referenced in the Environmental Statement have been reproduced here. Below is a list of responses included:

- List 1
- List 2

9. Targeted minor highways change consultation - 2023

9.1. Section 42 notification to PWILs (under section 44)

9.1.1. Template notification

9.1.2. Due to the nature of this consultation, each letter was tailored individually to cover the consultee's land interest, the nature of the proposals potentially affecting them and their previous relationship with the Project. Below is a template of the notification followed by an example of a tailored notification.

Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park
Whitehill Way
Swindon
SN5 6PB

xxx March 2023

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Targeted consultation pursuant to Section 42 of the Planning Act 2008

Rampion Extension Development Ltd (the Applicant) is writing to you as a consultee for the purpose of section 42 of the Planning Act 2008 (“the Act”), as it believes you have an interest in a property or land within the area that may be affected by the proposed Rampion 2 Offshore Wind Farm and minor changes to the electricity cable route now proposed, as set out below.

The Applicant has previously consulted with you in respect of proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. The formal statutory consultation on the proposed application for a development consent order for Rampion 2 and the Preliminary Environmental Information Report took place in summer 2021 (and was re-opened in early 2022), and supplementary consultations on potential amendments to the onshore electricity cable route have subsequently been undertaken in October to November 2022 and February to March 2023.

The Applicant has considered the responses to those previous consultations, along with the results of ongoing environmental and engineering work. Together, this information has resulted in the identification of some further small areas of land required to be included within the project boundary for access to the cable route for either construction or for operation of the Rampion 2 project.

The purpose of this letter is to consult you on a potential amendment to the project boundary because you have, or may have, an interest in land which is the subject of the proposed change. This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008 (the Act).

As you will be aware from previous consultations, the Act sets out procedures for applications for categories of development that are identified as 'Nationally Significant Infrastructure Projects' (NSIPs). The categories of development are set out within the Act and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the Planning Inspectorate and a recommendation will be made to the relevant Secretary of State, who will then decide whether or not to approve the DCO.

The Proposals

As you will be aware, the offshore windfarm proposals comprise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a single corridor for the maximum route length of up to approximately 40.5 km;
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District;
- Underground cables between the new Oakendene substation site and the existing National Grid Bolney substation to connect the offshore wind farm to the national electricity transmission system.

The Land Affected

The minor change that we are writing to you about now relates to a small area of land proposed to be included in the project boundary which is relevant to your land interest. It is a minor change required for operational access shown in pink on the enclosed Targeted Works Plan. Plan X of 10 is included only, as the remainder of the plans relate to other minor changes along the cable route not relevant to your land.

The land is identified as “operational access” and a “new areas of affected land” in the key. The inclusion of this land will ensure that the operational access for the project connects to the adopted public highway. No intrusive works are proposed to be undertaken on this area of land as a consequence of its inclusion in the cable corridor boundary.

The Applicant is undertaking this targeted consultation with relevant landowners and those with other interests in the land affected to seek their views on the inclusion of this area in the electricity cable route boundary.

Consultation

The purpose of this letter about the consultation is to invite you, as someone with an interest in a property or land affected by the proposed amendment, to submit your comments / representations on the proposed inclusion of the land shown in pink on the attached Targeted Works Plan as part of the cable route associated accesses.

Please therefore find enclosed a hard copy plan 1 of [x] [NAME OF PLAN] showing the location of the land proposed to be included in the onshore cable corridor boundary

Copies of this plan in electronic format can be provided on request made via the contact details below and may be subject to a fee.

Please provide any responses to this letter by email to rampion2@rwe.com or in writing to Rampion 2, Freepost by XXX. This allows you in excess of 28 days to respond as required by the Planning Act 2008.

If you have responded to a previous consultation in respect of the proposed Rampion 2 project you do not need to repeat your responses as part of this consultation. Your response to this consultation will be considered, and details of how the final project proposals have had regard to this and other responses at each stage of the consultation process, will be presented in the Consultation Report to be submitted with the DCO application.

Further Information

Further information about the project that was available during the previous consultation periods, including environmental information and works plans for the whole cable route, is also available on the project website www.Rampion2.com/consultation.

Please do contact the Rampion 2 team at Rampion2@rwe.com or freephone 0800 2800 886 if you would like to discuss the proposed project and how your land interest may be affected by this proposed amendment to the electricity cable route boundary. You can also contact our land agent Carter Jonas on

telephone 0121 7946250.

Following the conclusion of the consultation period, the DCO application for the offshore wind farm and its electrical connection will be finalised and it is planned to be submitted in summer 2023. Once submitted the application will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

The Rampion 2 team look forward to receiving your comments to enable them consider their final onshore electricity cable route proposals.

Yours faithfully

The Rampion2 Project Team

Enc:

Works Plan Sheet x of x

9.1.3. **Example notification**



Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park
Whitehill Way
Swindon
SN5 6PB

24th April 2023

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Targeted consultation pursuant to Section 42 of the Planning Act 2008

Rampion Extension Development Ltd (the Applicant) is writing to you regarding the proposals being developed for an offshore wind farm known as Rampion 2, adjacent to the existing Rampion Offshore Wind Farm.

In Summer 2021 the Applicant carried out a statutory consultation pursuant to Section 42 of the Planning Act 2008 (the Act) in respect of its proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. This consultation was re-opened in early 2022, and supplementary consultations on potential amendments to the onshore cable corridor were then undertaken in October to November 2022 and February to March 2023.

The Rampion 2 team has considered the responses to those previous consultation exercises along with the results of ongoing environmental and engineering work. Together, this information has resulted in the identification of some further small areas of land that require to be included within the project boundary for access to the cable route for either construction or for operation of the Rampion 2 project.

The purpose of this letter is to consult you on a potential amendment to the project boundary because you have, or may have, an interest in land which is affected by the proposed change. This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008 (the Act).

The Rampion 2 Project

The Act sets out procedures for applications for categories of development that are identified as 'Nationally Significant Infrastructure Projects' (NSIPs). The categories of development are set out within the Act and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate an application for a Development Consent Order (DCO) for the construction, operation and

maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the Planning Inspectorate and a recommendation will be made to the relevant Secretary of State, who will then decide whether or not to approve the DCO.

The Proposals

The offshore windfarm proposals comprise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a corridor. It is expected that the onshore cables will be laid within a single corridor for the maximum route length of up to approximately 40.5 km.
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District.
- Underground cables between the new Oakendene substation site and the existing National Grid Bolney substation to connect the offshore wind farm to the national electricity transmission system;

The new area of land proposed to be included in the project boundary which is relevant to your land interest is a minor change for access to the electricity cable route for either construction and/or for operational requirements.

The Land Affected

The minor changes which we are writing to you about now relate to several small areas of land proposed to be included in the access for construction shown in green and construction and operation shown in blue. These areas are identified as “new areas of affected land” in the key on the enclosed Targeted Works Plan[s] (Plan 5 and 6 of 8 is included as the remainder of the plans relate to other minor changes along the cable route not relevant to your land). The inclusion of this land will ensure that the accesses for construction and operation run to the adopted public highway, with required vehicle passing bays for construction only, subject to reinstatement on conclusion of works.

The Applicant is undertaking this targeted consultation with relevant landowners and those with other interests in the land affected to seek their views on the inclusion of this area in the electricity cable route boundary.

Consultation

The purpose of this letter about our consultation is to invite you, as someone with an interest in a property or land affected by the proposed amendment, and therefore the Rampion 2 project as a whole, to submit your comments / representations on the proposed inclusion of the land shown in Blue and Green on the attached Targeted Works Plan as part of the cable route associated accesses for the Rampion 2 project.

Please therefore find enclosed Hard copy plans 5 & 6 of 8 42285-WOOD-CO-ON-PN-MD-0019 showing the location of the land proposed to be included in the onshore cable corridor boundary.

Copies of this plan in electronic format can be provided on request made via the contact details below and may be subject to a fee.

Please provide any responses to this letter by email to Rampion2@rwe.com or in writing to Rampion 2, Freepost by 26th May 2023. This allows you in excess of 28 days to respond as required by the Planning Act 2008.

As part of this consultation exercise the Applicant is offering those with property or land interests potentially affected by the project which have been identified since the first consultation or as a consequence of the potential changes to the electricity cable corridor the ability to comment on the project as a whole.

The consultation information about the project that was available during the previous consultation periods, including the:

- Preliminary Environmental Information Report (PEIR),
- the PEIR Supplementary Information Report (PEIR SIR)
- subsequent PEIR Further Supplementary Information Report (PFSIR)
- Other documents, plans and maps showing the nature and location of the wider proposal and the potential alternative cable routes which have been consulted on

are also available on the project website www.Rampion2.com. The 'consultation' tab on the project home page has a drop down menu with the key consultations listed on that menu. We enclose hard copy sets of the originally proposed and latest works plans for the project which were made available during the previous consultations in Summer 2021 and October - November 2022.

Hard copies of the consultation documentation can be provided on request made via the contact details below and may be subject to a fee. Consultation materials can also be provided on a USB drive on request.

The Applicant would also like to offer you, as a person whose land interest is newly identified as potentially affected by the project, an opportunity to meet a member of the project team at a face-to-face private meeting and discuss the wider project proposals during the consultation period. If you would like to attend a meeting, we anticipate that it may cover, the proposed project and how your property may be affected, work undertaken to date and the statutory consultation documents made available during each of the previous consultations. Please contact the Applicant's land agent Carter Jonas on 0121 794 6250 if you would like to arrange a meeting.

The Rampion 2 team invites you to submit your comments / representations on the proposed inclusion of the land shown in Blue and Green on the attached Targeted Works Plan as part of the cable route associated accesses and the Rampion 2 project as a whole by **26th May 2023** using one of the methods set out above. If you have any questions, you can also get in touch using the email address above or by calling us on Freephone 0800 2800 886. You can also contact the Applicant's land agent Carter Jonas on 0121 794 6250.

Your response to this consultation will be considered, and details of how the final project proposals have had regard to this and other responses at each stage of the consultation process, will be presented in the Consultation Report to be submitted with the application.

Following the conclusion of the consultation period, the Development Consent Order (DCO) application for the offshore wind farm and its electrical connection will be finalised and it is planned to be submitted in summer 2023. Once submitted the application will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

Yours faithfully

The Rampion 2 Project Team

Enc. Targeted Works Plans [REDACTED]
Full set of Sept 2021 Works Plans for the whole cable route
Set of Works Plans – October 2022 consultation

The Chief Executive
West Sussex County Council
County Hall
Chichester
West Sussex
PO19 1RQ

Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park
Whitehill Way
Swindon
SN5 6PB

14th April 2023

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Targeted consultation pursuant to Section 42 of the Planning Act 2008

Rampion Extension Development Ltd (the Applicant) is writing to you as a consultee for the purpose of section 42 of the Planning Act 2008 (“the Act”), as it believes WSCC has an interest in a property or land within the area that may be affected by the proposed Rampion 2 Offshore Wind Farm and minor changes to the electricity cable route now proposed, as set out below.

The Applicant has previously consulted with you in respect of proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. The formal statutory consultation on the proposed application for a development consent order for Rampion 2 and the Preliminary Environmental Information Report took place in summer 2021 (and was re-opened in early 2022), and supplementary consultations on potential amendments to the onshore electricity cable route have subsequently been undertaken in October to November 2022 and February to March 2023.

The Applicant has considered the responses to those previous consultations, along with the results of ongoing environmental and engineering work. Together, this information has resulted in the identification of some further small areas of land required to be included within the project boundary for access to the cable route for either construction or for operation of the Rampion 2 project.

The purpose of this letter is to consult you on potential amendments to the project boundary because you have, or may have, an interest in land which is the subject of the proposed change. This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008 (the Act).

As you will be aware from previous consultations, the Act sets out procedures for applications for categories of development that are identified as ‘Nationally Significant Infrastructure Projects’ (NSIPs). The categories of development are set out within the Act

and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the Planning Inspectorate and a recommendation will be made to the relevant Secretary of State, who will then decide whether or not to approve the DCO.

The Proposals

As you will be aware, the offshore windfarm proposals comprise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a single corridor for the maximum route length of up to approximately 40.5 km;
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District;
- Underground cables between the new Oakendene substation site and the existing National Grid Bolney substation to connect the offshore wind farm to the national electricity transmission system.

The Land Affected

The minor changes which we are writing to you about now relate to the following new areas of land proposed to be included in the access for construction and/ or operation:

- Land at Ferry Road shown in blue and identified as “new areas of affected land” in the key on the enclosed Targeted Works Plan 1 of 10. The inclusion of this land will ensure that the accesses for construction and operation run to the adopted highway.
- Land east of Lyminster Road shown in blue and identified as “new areas of affected land” in the key on the enclosed Targeted Works Plan 2 of 8. The inclusion of this land will ensure that the accesses for construction and operation run to the adopted highway

- Land required for operational access shown in pink, east of Church Lane, at Arundel Road and Blakehurst Lane, and identified as 'new areas of affected land' in the key on the enclosed Targeted Works Plan 1, 3, 4 of 8. The inclusion of this land will ensure that the access runs to the adopted public highway.
- Land required along Michelgrove Lane for construction and operational access shown in blue and identified as "new areas of affected land" in the key on the enclosed Targeted Works Plan 5 of 8. The inclusion of this land will ensure that the accesses for construction and operation run to the adopted public highway.
- Land required for passing places during construction along Michelgrove Lane shown in green and identified as "new areas of affected land" in the key on the enclosed Targeted Works Plan 5-6 of 8. The inclusion of this land for passing places will facilitate the safe and effective movement of construction traffic for the project.

Please note, only the enclosed plans are relevant to WSCC land interests, and the remainder of the plans relate to other minor changes along the cable route not relevant to WSCC land.

The Applicant is undertaking this targeted consultation with relevant landowners and those with other interests in the land affected to seek their views on the inclusion of this area in the electricity cable route boundary.

Consultation

The purpose of this letter about the consultation is to invite you, as someone with an interest in a property or land affected by the proposed amendment, to submit your comments / representations on the proposed inclusion of the land shown in Green, Pink and Blue on the attached Targeted Works Plan as part of the cable route associated accesses.

Please therefore find enclosed a hard copy plan 1 and 8 of 10 from 42285-WOOD-PE-ON-PN-MD-0004 and plans 1-6 of 8 from 42285-WOOD-CO-ON-PN-MD-0019 showing the location of the land proposed to be included in the onshore cable corridor boundary.

Copies of this plan in electronic format can be provided on request made via the contact details below and may be subject to a fee.

Please provide any responses to this letter by email to rampion2@rwe.com or in writing to Rampion 2, Freepost by 17th May 2023. This allows you in excess of 28 days to respond as required by the Planning Act 2008.

If you have responded to a previous consultation in respect of the proposed Rampion 2 project you do not need to repeat your responses as part of this consultation. Your response to this consultation will be considered, and details of how the final project proposals have had regard to this and other responses at each stage of the consultation

process, will be presented in the Consultation Report to be submitted with the DCO application.

Further Information

Further information about the project that was available during the previous consultation periods, including environmental information and works plans for the whole cable route, is also available on the project website www.Rampion2.com/consultation.

Please do contact the Rampion 2 team at Rampion2@rwe.com or freephone 0800 2800 886 if you would like to discuss the proposed project and how your land interest may be affected by this proposed amendment to the electricity cable route boundary. You can also contact our land agent Carter Jonas on telephone 0121 7946250.


Following the conclusion of the consultation period, the DCO application for the offshore wind farm and its electrical connection will be finalised and it is planned to be submitted in summer 2023. Once submitted the application will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

The Rampion 2 team look forward to receiving your comments to enable them consider their final onshore electricity cable route proposals.

Yours faithfully

The Rampion2 Project Team

Enc:
Works Plan 

9.2. Summary of responses received and consideration

The tables below set out a summary of the issues identified from feedback received to this stage of consultation. Each table includes:

- A code with the theme and sub-theme of the issue;
- A statement summarising the issue;
- The response by the Project/Applicant to the issue; and
- A statement whether the issue lead to a change in the proposals (along with an explanation where appropriate).

9.2.1. **Response table**

ID	Code	Issue statement	Project response	Scheme change? (Y/N)
MIN1.	Consultation - Concern - Feedback	Comments expressing concern at the perceived failure of the Applicant to consider and act on feedback provided by consultees, including a proposal for an alternative route alignment.	Environment Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) explains the alternatives considered through the Rampion 2 project evolution, including where engagement has led to the consideration of alternatives or a change to the cable route design. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds.	N
MIN2.	Consultation - Request for information/contact/meeting	Concern regarding lack of clarity of proposals, and from excavation of housing estate roads	Comment noted. If PWILs or members of the public had questions and wanted to speak to a member of the project team, they were able to contact the team via and a phone call, Teams session or in person meeting could be organised. Contact was made via email to confirm plans and explain that Kingley Gate roads are not proposed to be impacted by the cable route and will only be used for operational access	N

MIN3.	Consultation - Suggestions and queries - DCO	A suggestion that protective provisions will need to be devised for the draft DCO in order to protect the assets of a statutory undertaker.	Protective provisions for statutory undertakers are included within the Draft Development Consent Order (APP REF: 3.1).	Y
MIN4.	Consultation – Suggestions and queries - Events	A request for the Applicant to arrange a public meeting to address concerns with the proposals.	Due to the targeted nature of the consultation the Applicant determined that a public event was not required. If PWILs or members of the public had questions and wanted to speak to a member of the project team, they were able to contact the team via and a phone call, Teams session or in person meeting could be organised.	N
MIN5.	Consultation - concern - materials	A concern that the material produced for consultation is difficult to understand.	<p>The consultation materials for the Statutory Onshore Consultation were set out on rampion2.com in accordance with the Statement of Community Consultation (SoCC), in much the same format as for the Statutory Project-Wide Consultation, to help with familiarity, access and navigation.</p> <p>The six navigation buttons on the consultation home page had largely the same headings, signposting to materials and information regarding: Consultation Proposals (see next para.)</p>	

			<p>Consultation Events (listing four face-to-face events & a virtual online event) What we've now fixed (offshore elements and onshore substation) About the consent process (Fact sheet) Contact us (contact details) Other information (re the construction and reinstatement from Rampion)</p> <p>Consultation proposals webpage To enable easy access to the consultation proposals across a 40km cable route, the Applicant created an interactive map at the top of the webpage, allowing the visitor to select cable route areas from 1 – 7 to investigate the area most local to, or of most interest to them. The 7 areas are also recognisable via geographical references and place names. Upon clicking a cable route area, it was then broken down further into smaller sections e.g. a) b) c) etc, again easily identifiable via geographical references and place names.</p> <p>Once the visitor had identified the specific cable route section of most interest to them, e.g. 6c, they could view a large-scale map of a very local area, with labels identifying the proposals in</p>	
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			<p>that area. Immediately beneath the map was accompanying text corresponding with the labels on the map, to describe the proposals further.</p> <p>In accordance with the SoCC, a PDF of the Consultation Proposals in the form of a single Consultation Booklet, was available for download.</p> <p>The more technical documentation such as the Preliminary Environmental Information Report (PEIR), Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) and the Outline Code of Construction Practice were made available but were located further down the Consultation Proposals webpage, coming after the easily accessible interactive map and PDF of the Consultation Booklet.</p>	
MIN6.	Consultation - suggestion - engagement	A request for the Applicant to respect the importance of consulting local people on the impacts of the proposals.	The response figures, as detailed in the Consultation Report (APP REF: 5.1), indicate that there was a high public awareness of the consultation.	
MIN7.	Crosscutting - Concern - Access	Comments expressing concern over proposed construction access routes, including	Michelgrove Lane is one of few routes onto the Downs. As it is narrow, Rampion 2 are proposing several temporary passing places, to reduce	N

		<p>extended criticisms of the potential use of Michelgrove Road, which is said to be unsuitable due to its narrowness, proximity to homes and other reasons.</p>	<p>disruption during the construction period.</p> <p>Traffic management and any potential road closures or diversions are detailed within the Outline Construction Traffic Management Plan (OCTMP) (APP REF: 7.6). In highway crossing locations where temporary road closures and diversions are required, temporary signage will be installed by the appointed contractor. The proposed temporary diversion routes and associated signage will be prescribed as part of details to be approved by the relevant highway authority in accordance with the requirements of OCTMP (APP REF: 7.6). Environmental measures manage construction traffic are also outlined in Section 8.4 of the OCTMP (APP REF: 7.6).</p>	
MIN8.	Crosscutting - Concern - Alignment	<p>Objections to the cable route in its entirety or to Areas 2, 3 and 4 as consulted on as part of an earlier consultation.</p>	<p>Areas 2, 3 and 4 as presented in the PEIR SIR are the three alternative routes across the South Downs. Crossing the South Downs is necessary, as the National Grid is on the other side from the coast, as explained in Environmental Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF 6.2.3).</p>	N

MIN9.	Crosscutting - Concern - Cumulative impacts	A concern that the environmental assessment of the proposals does not account for cumulative traffic impacts arising from the construction of the proposals and on the A27 Arundel Bypass works.	National Highways proposals for an Arundel bypass on the A27 have been delayed and are no longer a confirmed scheme. Transport cumulative impacts are assessed in Environmental Statement (ES) Chapter 23: Transport, Volume 2 (APP REF 6.2.23).	N
MIN10.	Crosscutting - Concern - Housing	A concern that land required for the proposals would impede Arun District Council's ability to meet its targets for building new homes.	Cable routeing decisions have taken into account direct impacts on committed housing allocations. The Planning Statement (APP REF: 5.7) sets out further details. The cable route interacts with proposed open space within one housing allocation site in Arun District.	
MIN11.	Crosscutting - Concern - Land and property	A comment explaining that changes to the proposed route alignment have discouraged the sale of land and property.	The Environmental Statement sets out a range of embedded environmental measures which relate to air quality, noise and vibration are embedded as part of the Rampion 2 design to remove or reduce significant effects on nearby sensitive receptors such as residential properties as far as possible. These include avoiding sensitive sites by the project footprint, implementing measures to minimise disturbance as part of an Outline Code of Construction Practice (OCoCP) (APP REF: 7.2), limitation of construction working hours	N

			<p>and the use of acoustic barriers. No Significant Effects have been identified in relation to potential impacts of Rampion 2 on air quality, noise and vibration from onshore construction, and decommissioning.</p> <p>With regard to direct impacts, there are very minimal agricultural land take requirements which are not expected to result in significant effects on agriculture. Compensation is payable where justified and appropriate in accordance with the statutory rules and case law known as the Compulsory Purchase Compensation Code. That includes compensation for the value of land and/or rights that have been acquired; compensation for losses (which can include business losses) caused by the proposed or actual compulsory acquisition of land or rights (known as disturbance losses); and compensation for the impacts of the acquisition on retained land (known as severance and injurious affection); and statutory loss payments.</p> <p>Persons who suffer losses as a result of the exercise of powers relating to the temporary use of land may also claim compensation which can include losses</p>	
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			<p>such as crop losses. Persons whose land value is reduced as a result of physical factors caused by the construction of the project (section 10 claims for injurious affection) or by the operation of the project (known as Part 1 Land Compensation Act claims) are also entitled to compensation.</p> <p>More information is given in the series of booklets published by the Department of Levelling Up, Housing and Communities entitled “Compulsory Purchase and Compensation” listed below which are available to download for free:</p> <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 1 – procedure https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-1-procedure • Compulsory purchase and compensation: guide 2 - compensation to business owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers • Compulsory purchase and compensation: guide 3 - compensation to agricultural owners and occupiers 	
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			https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-3-compensation-to-agricultural-owners-and-occupiers <ul style="list-style-type: none"> • Compulsory purchase and compensation: guide 4 - compensation to residential owners and occupiers https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-4-compensation-to-residential-owners-and-occupiers	
MIN12.	Crosscutting - Concern - Noise	Concern for the proposals on the basis of noise impacts affecting a tenant who works night shifts and therefore sleeps during the day.	An assessment of the impact of noise, and mitigations to reduce these are set out in Environmental Statement (ES) Chapter 21: Noise and vibration, Volume 2 (APP REF: 6.2.21).	N
MIN13.	Crosscutting - Concern - Reinstatement/maintenance	A concern that the reinstatement of land used for roads is prone to problems, with the prior quality of the road not likely to be regained.	Land used for temporary access/haul roads will be reinstated to its previous condition, using methods set out in Environmental Statement (ES) Chapter 20: Soils and agriculture, Volume 2 (APP REF: 6.2.20).	N
MIN14.	Crosscutting - Concern - Water management	A concern that the proposed cable route poses a risk to the public water supply,	To reduce risk to groundwater, certain activities have been restricted to months when ground water levels are lowest. Details and assessment are in	Y

		resulting in contamination or turbidity.	Environmental Statement (ES) Chapter 26: Water environment, Volume 2 (APP REF: 6.2.26).	
MIN15.	Crosscutting - Suggestions and queries - Access	Suggestions concerning the access arrangements for construction sites, including one explaining that access to a farm at all times is necessary to its ongoing viability and another explaining that Long Furlong Lane is in regular use by walkers, horse riders, and traffic accessing Myrtle Grove Farm.	Longfurlong Lane is no longer proposed as a construction access route.	Y
MIN16.	Crosscutting - Suggestions and queries - Road closures/disruption	A comment explaining that the operation of Royal Mail vehicles would be affected by any periods of road disruption or closure.	Proposals to reduce impacts to other road users are contained in Outline Construction Traffic Management Plan (APP REF: 7.6).	

MIN17.	Crosscutting - Suggestions and queries - Traffic management	Requests that a Construction Transport Management Plan should include provisions ensuring that major road users such as Royal Mail are given notice of traffic management measures that may impede their use of the roads.	Proposals to reduce impacts to other road users are contained in the Outline Construction Traffic Management Plan (APP REF: 7.6) and Environmental Statement (ES) Appendix 23.1: Abnormal Indivisible Loads assessment, Volume 4 (APP REF: 6.4.23.1).	Y
MIN18.	Crosscutting - Suggestions and queries - Water management	A comment that the proposals are within a Source Protection Zone and that the Applicant has a shared responsibility to protect public water supply sources.	To reduce risk to groundwater, certain activities have been restricted to months when ground water levels are lowest. Details and assessment are in Environmental Statement (ES) Chapter 26: Water environment, Volume 2 (6.2.26).	Y

10. Project refresh consultation - 2023

10.1. Section 42 notification to PWILs (under section 44)

10.1.1. Template notification

10.1.2. Due to the nature of this consultation, each letter was tailored individually to cover the consultee's land interest, the nature of the proposals potentially affecting them and their previous relationship with the Project. Below is a template of the notification followed by an example of a tailored notification.

Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park
Whitehill Way
Swindon
SN5 6PB

XXnd April 2023

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Targeted consultation pursuant to Section 42 of the Planning Act 2008

Rampion Extension Development Ltd (the Applicant) is writing to you regarding the proposals being developed for an offshore wind farm known as Rampion 2, adjacent to the existing Rampion Offshore Wind Farm.

In Summer 2021 the Applicant carried out a statutory consultation pursuant to Section 42 of the Planning Act 2008 (the Act) in respect of its proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. This consultation was re-opened in early 2022, and supplementary consultations on potential amendments to the onshore cable corridor were then undertaken in October to November 2022 and February to March 2023.

Through enquiries by our land referencing team you have recently been identified as a party required to be consulted under Section 42 of the Act. The reason we are writing to you now is that our land referencing team have carried out a refresh exercise and a review of the land within the proposed Development Consent Order limits to ensure the land information that we have is up to date and captures all interests in the land affected. Accordingly, you are being consulted on the proposals because our land referencing team have identified that you have an interest in land that is the subject of the current proposals. This means that:

- You are an owner, lessee, tenant or occupier of land which is in our proposed application boundary;
- You have an interest in the land or have the power to sell or convey some of the land which is in our proposed application boundary; or
- Your property or land may, in due course, be affected by the carrying out of or the use of the development which may entitle you to bring a claim for compensation in the future.
- This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008.

The Rampion 2 Project

The Act sets out procedures for applications for categories of development that are identified as 'Nationally Significant Infrastructure Projects' (NSIPs). The categories of development are set out within the Act and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the Planning Inspectorate and a recommendation will be made to the relevant Secretary of State, who will then decide whether or not to approve the DCO.

The Proposals

The offshore windfarm proposals comprise:

- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
- Construction of up to three offshore substations;
- Cables laid on or beneath the seabed between the wind turbines and offshore substations and between the substations themselves;
- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a corridor. It is expected that the onshore cables will be laid within a single corridor for the maximum route length of up to approximately 40.5 km.
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District.
- Underground cables between the new Oakendene substation site and the existing National Grid Bolney substation to connect the offshore wind farm to the national electricity transmission system;

Consultation

The purpose of this letter about our consultation is to invite you, as someone with an interest in a property or land affected by the Rampion 2 project identified since the previous consultations to submit your comments / representations on the the Rampion 2 project as a whole.

The consultation information about the project that was available during the previous consultation periods, including the:

- Preliminary Environmental Information Report (PEIR),
- the PEIR Supplementary Information Report (PEIR SIR)
- subsequent PEIR Further Supplementary Information Report (PFSIR)
- Other documents, plans and maps showing the nature and location of the wider proposal and the potential alternative cable routes which have been consulted on

are available on the project website www.Rampion2.com. The 'consultation' tab on the project home page has a drop down menu with the key consultations listed on that menu. We enclose hard copy sets of the originally proposed and latest works plans for the project which were made available during the previous consultations in Summer 2021 and October - November 2022.

Hard copies of the consultation documentation can be provided on request made via the contact details below and may be subject to a fee. Consultation materials can also be provided on a USB drive on request.

The Applicant would also like to offer you, as a person whose land interest is newly identified as potentially affected by the project, an opportunity to meet a member of the project team at a face-to-face private meeting and discuss the wider project proposals during the consultation period which runs to **th May 2023**. If you would like to attend a meeting, we anticipate that it may cover, the proposed project and how your property may be affected, work undertaken to date and the consultation documents made available during each of the previous consultations. Please contact the Applicant's land agent Carter Jonas on 0121 794 6250 if you would like to arrange a meeting.

The Rampion 2 team invites you to submit your comments / representations on the Rampion 2 project by **th 2023**

- By Email to Rampion2@RWE.com or
- In writing to Rampion 2, FREEPOST

If you have any questions, you can also get in touch using the email address above or by calling us on Freephone 0800 2800 886. You can also contact the Applicant's land agent Carter Jonas on 0121 794 6250.

Your response to this consultation will be considered, and details of how the final project proposals have had regard to this and other responses at each stage of the consultation process, will be presented in the Consultation Report to be submitted with the application.

Following the conclusion of the consultation period, the Development Consent Order (DCO) application for the offshore wind farm and its electrical connection will be finalised and it is planned to be submitted in summer 2023. Once submitted the application will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

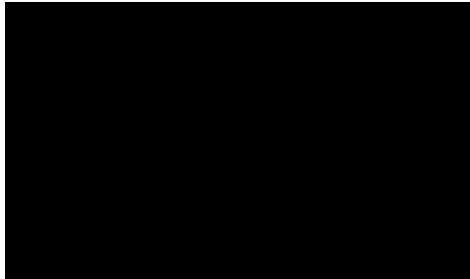
Yours faithfully

The Rampion 2 Project Team

Full set of Sept 2021 Works Plans for the whole cable route
Set of Works Plans – October 2022 consultation

10.1.3. **Example notification**

Ref: S.42 N - 08



Rampion 2 Project
Rampion Extension Development Ltd
c/o RWE Renewables
Trigonos
Windmill Hill Business Park
Whitehill Way
Swindon
SN5 6PB

14th April 2023

Dear Sir/Madam,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2).

Targeted consultation pursuant to Section 42 of the Planning Act 2008

Rampion Extension Development Ltd (the Applicant) is writing to you regarding the proposals being developed for an offshore wind farm known as Rampion 2, adjacent to the existing Rampion Offshore Wind Farm.

In Summer 2021 the Applicant carried out a statutory consultation pursuant to Section 42 of the Planning Act 2008 (the Act) in respect of its proposals for an offshore wind farm, known as Rampion 2, to be located adjacent to the existing Rampion Offshore Wind Farm in the English Channel off the south coast of England. This consultation was re-opened in early 2022, and supplementary consultations on potential amendments to the onshore cable corridor were then undertaken in October to November 2022 and February to March 2023.

Through enquiries by our land referencing team you have recently been identified as a party required to be consulted under Section 42 of the Act. The reason we are writing to you now is that our land referencing team have carried out a refresh exercise and a review of the land within the proposed Development Consent Order limits to ensure the land information that we have is up to date and captures all interests in the land affected. Accordingly, you are being consulted on the proposals because our land referencing team have identified that you have an interest in land that is the subject of the current proposals. This means that:

- You are an owner, lessee, tenant or occupier of land which is in our proposed application boundary;
- You have an interest in the land or have the power to sell or convey some of the land which is in our proposed application boundary; or
- Your property or land may, in due course, be affected by the carrying out of or the use of the development which may entitle you to bring a claim for compensation in the future.
- This current consultation is also a statutory consultation carried out pursuant to Section 42 of the Planning Act 2008.

The Rampion 2 Project

The Act sets out procedures for applications for categories of development that are identified as 'Nationally Significant Infrastructure Projects' (NSIPs). The categories of development are set out within the Act and the Rampion 2 proposals fall within the categories described in Section 15 as an offshore generating station with a capacity of more than 100 megawatts. The Applicant will be submitting to the Planning Inspectorate an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the Planning Inspectorate and a recommendation will be made to the relevant Secretary of State, who will then decide whether or not to approve the DCO.

The Proposals

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- The construction, operation and maintenance of up to 90 offshore wind turbines and associated foundations;
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- Export cables to transmit electricity from the offshore substations to the shore;
- A landfall located at Climping Beach using Horizontal Directional Drilling installation, with transition joint bays to connect the offshore and onshore cables;
- Onshore underground cables with jointing pits to transmit electricity to a new onshore substation. It is expected that the onshore cables will be laid within a corridor. It is expected that the onshore cables will be laid within a single corridor for the maximum route length of up to approximately 40.5 km.
- The construction and operation of a new onshore substation at the Oakendene Site near Cowfold in Horsham District.
- Underground cables between the new Oakendene substation site and the existing National Grid Bolney substation to connect the offshore wind farm to the national electricity transmission system;

Consultation

The purpose of this letter about our consultation is to invite you, as someone with an interest in a property or land affected by the Rampion 2 project identified since the previous consultations to submit your comments / representations on the Rampion 2 project as a whole.

The consultation information about the project that was available during the previous consultation periods, including the:

- Preliminary Environmental Information Report (PEIR),
- the PEIR Supplementary Information Report (PEIR SIR)
- subsequent PEIR Further Supplementary Information Report (PFSIR)
- Other documents, plans and maps showing the nature and location of the wider proposal and the potential alternative cable routes which have been consulted on

are available on the project website www.Rampion2.com. The 'consultation' tab on the project home page has a drop down menu with the key consultations listed on that menu. We enclose hard copy sets of the originally proposed and latest works plans for the project which were made available during the previous consultations in Summer 2021 and October - November 2022.

Hard copies of the consultation documentation can be provided on request made via the contact details below and may be subject to a fee. Consultation materials can also be provided on a USB drive on request.

The Applicant would also like to offer you, as a person whose land interest is newly identified as potentially affected by the project, an opportunity to meet a member of the project team at a face-to-face private meeting and discuss the wider project proposals during the consultation period which runs to the 17th May 2023. If you would like to attend a meeting, we anticipate that it may cover, the proposed project and how your property may be affected, work undertaken to date and the consultation documents made available during each of the previous consultations. Please contact the Applicant's land agent Carter Jonas on 0121 794 6250 if you would like to arrange a meeting.

The Rampion 2 team invites you to submit your comments / representations on the Rampion 2 project by **17th May 2023**

- By Email to Rampion2@RWE.com or
- In writing to Rampion 2, FREEPOST

If you have any questions, you can also get in touch using the email address above or by calling us on Freephone 0800 2800 886. You can also contact the Applicant's land agent Carter Jonas on 0121 794 6250.

Your response to this consultation will be considered, and details of how the final project proposals have had regard to this and other responses at each stage of the consultation process, will be presented in the Consultation Report to be submitted with the application.

Following the conclusion of the consultation period, the Development Consent Order (DCO) application for the offshore wind farm and its electrical connection will be finalised and it is planned to be submitted in summer 2023. Once submitted the application will be considered in a process managed by the Planning Inspectorate before a decision on approval is made by the relevant Secretary of State.

Should the project achieve consent, construction is expected to start around 2026/27, with the wind farm fully operational before the end of the decade, helping meet the Government targets for a fivefold increase in offshore wind capacity by 2030.

Yours faithfully

The Rampion 2 Project Team

Full set of Sept 2021 Works Plans for the whole cable route
Set of Works Plans – October 2022 consultation

10.2. Summary of responses received and consideration

The tables below set out a summary of the issues identified from feedback received to this stage of consultation. Each table includes:

- A code with the theme and sub-theme of the issue;
- A statement summarising the issue;
- The response by the Project/Applicant to the issue; and
- A statement whether the issue lead to a change in the proposals (along with an explanation where appropriate).

10.2.1. **Project**

ID	Code	Issue statement	Project response	Scheme change? (Y/N)
PRO01	Consultation - Request for information/contact/meeting	A request for additional information on the nature of the proposals and their impacts on specified land interests.	Full sets of Works Plans from the Statutory Consultation in July 2021 and the amended Works Plans from the statutory consultation in October 2022 for the entire cable route were sent to new land interests identified subsequent to previous consultation dates. The project website details were provided in order that people could access environmental and technical information as required.	
PRO02	Crosscutting - Concern - Alignment	Objections to the cable route in its entirety or to Areas 2, 3 and 4 as consulted on as part of an earlier consultation.	Areas 2, 3 and 4 as presented in the PEIR SIR are the three alternative routes across the South Downs. Crossing the South Downs is necessary, as the National Grid is on the other side from the coast, as explained in Environmental	

			Statement (ES) Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	
PRO03	Crosscutting - Concern - Construction management	Concern over the possibility of construction vehicles using unsuitably narrow roads as short cuts.	<p>Environmental Statement Chapter 23: Transport, Volume 2 (APP REF: 6.2.23) presents the results of the assessment of the likely significant effects of Rampion 2 with respect to transport.</p> <p>An Outline Code of Construction Practice (OCoCP) (APP REF: 7.2) has been submitted with the Application, setting out commitments to help minimise disruption during the construction phase. A finalised version of the CoCP will be agreed with the local authorities before construction can begin after consent award.</p> <p>Environmental measures to reduce construction traffic are also outlined in Section 8.4 of the Outline Construction Traffic Management Plan</p>	

			<p>(OCTMP) (APP REF: 7.6). The OCTMP sets out the principles of which routes have been selected for use by HGVs.</p> <p>Working with local authorities, who will also approve the plan, this will be updated to form Construction Traffic Management Plans (CTMPs) for each stage of work ahead of construction commencing. The CTMPs will seek to minimise construction traffic wherever possible and will account for local roads.</p>	
PRO04	Crosscutting - Concern - Contamination	Concern that any contamination of water sources in the project area could have far-reaching consequences for local wildlife.	Various mitigations within the Outline Code of Construction Practice (APP REF: 7.2) reduce interactions with ground water to the extent that there are no significant effects reported in Environmental Statement (ES) Chapter 26: Water environment, Volume 2 (6.2.26).	

PRO05	Crosscutting - Concern - Env assessment	Concerns that environmental assessment of the impacts of the proposals has been inadequate, with an overreliance on desktop studies and a failure to consult local people.	Consultations have been informed by Preliminary Environmental Information, which have been largely based on desk studies as is normal for this stage. Site surveys have now been undertaken on the proposed alignment which are reported in the Environment Statement. The full Environmental Impact Assessment is contained in the DCO application and available for further public scrutiny.	
PRO06	Crosscutting - Concern - Housing	A concern that land required for the proposals would impede Arun District Council's ability to meet its targets for building new homes.	Cable routing decisions have taken into account direct impacts on committed housing allocations. The Planning Statement sets out further details. The cable route interacts with proposed open space within one housing allocation site in Arun District.	
PRO07	Crosscutting - Concern - Land and property	Concerns over the impacts of the proposals on consultees' land and property, including a fear	The environmental assessment considers likely significant air quality, noise and vibration, and	

		<p>that ground vibrations could exacerbate existing structural damage to a house, and a concern that the sale of land and property has fallen through because of the buyer's concerns over the proposals.</p>	<p>population and human health effects during construction and decommissioning of Rampion 2 from the following sources: construction of the onshore infrastructure (landfall, cable corridor and substation) and associated construction traffic. The assessment considers residential receptors (people in their homes including their gardens and shared community open spaces such as parks). A range of embedded environmental measures which relate to air quality, noise and vibration are embedded as part of the Rampion 2 design to remove or reduce significant effects as far as possible. These include avoiding sensitive sites by the project footprint, implementing measures to minimise disturbance as part of a Code of Construction</p>	
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			Practice, limitation of construction working hours and the use of acoustic barriers. No Significant Effects have been identified in relation to potential impacts of Rampion 2 on air quality, noise and vibration from onshore construction, and decommissioning.	
PRO08	Crosscutting - Concern - Traffic management	Concern over the proposed use of temporary traffic lights on the A272.	Detailed traffic management measures will be agreed with the local highways authority, but there should not be a need for long term 1-way traffic lights on the A272.	

10.2.2. **Other**

ID	Code	Issue statement	Project Response	Scheme change? (Y/N)
OTH01.	Consultation - Concern - Feedback	Concern that feedback provided by consultees has not been listened to or acted upon, including references to information on local wildlife populations.	<p>The environment has been central to the design of the project and as such there are a number of embedded environmental measures which have been committed to which will be implemented to minimise or avoid significant environmental effects. These measures are set out in each technical aspect chapter. Where possible, these measures have been developed with input from key stakeholders together with appropriate technical standards, policies, and guidance. These measures include both avoidance, best practice, and design commitments, which are classified into primary or tertiary measures. Good practice consideration and application of environmental measures involves a hierarchal approach, considering avoidance of negative effects as the primary objective.</p> <p>Environmental Statement (ES) Chapter 22: Terrestrial ecology and</p>	

			<p>nature conservation, Volume 2 (APP REF: 6.2.22) assesses the likely significant effects of Rampion 2 on a range of terrestrial ecological features, including statutory and non-statutory designated sites, habitats (including habitats of principal importance) and species (including those that receive legal protection and species of principal importance).</p> <p>ES Chapter 11: Marine mammals, Volume 2 (APP REF: 6.2.11), Chapter 8: Fish and shellfish, Volume 2 (APP REF: 6.2.8), and Chapter 9: Benthic, subtidal and intertidal ecology, Volume 2 (APP REF: 6.2.9) assess the likely significant effects of Rampion 2 on a range of marine ecology.</p> <p>The environment has been central to the design of the project and as such there are a number of embedded environmental measures which have been committed to which will be implemented to minimise or avoid significant environmental effects. These measures are set out in each technical aspect chapter.</p>	
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OTH02.	Consultation - Concern - Notification/publicity	Concern that residents of Cowfold were not notified of the consultation until close to the end of the period allowed for submitting a response.	<p>The project carried out a non-statutory consultation exercise from 14 January 2021 to 11 February 2021 as part of the decision-making process to determine the substation location. The first Statutory Consultation exercise ran from 14 July 2021 to 16 September 2021, a period of nine weeks.</p> <p>The Statutory Project-Wide Consultation held July-September 2021 was carried out in accordance with the Statement of Community Consultation (SoCC) published in June 2021, which was agreed with relevant local authorities and satisfied the requirements of the Planning Act 2008.</p> <p>These consultations were widely publicised including in the Cowfold area through:</p> <p>Leaflets were sent on 12th July 2021 and delivered by Royal Mail to homes and businesses within 1.5km of the cable route, 3km around substation proposed sites. They mentioned substation sites and encouraged people to visit the website to see more information and give their feedback.</p>	
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			<p>Posters were placed on community notice boards and copies provided to parish council clerks to put up on locked notice boards.</p> <p>Outdoor advertising was placed as part of a wide-reaching advertising campaign including billboards, kiosks, bus backs and sides on the coast and proposed cable route.</p> <p>Section 48 Notices were placed in a publicly accessible position either at the side of a road or on a Public Right of Way in the vicinity of the proposals, with 20 being positioned approximately 2.5km apart along the cable route;</p> <p>Section 48 Notices were also published in the Isle of Wight Press, Mid Sussex Times, Sussex Express, The Argus (daily), West Sussex County Times, West Sussex Gazette, Fishing News, Lloyds List, London Gazette and The Guardian.</p> <p>Section 42 letters were issued to affected parties including all landowners on land covered by our proposals;</p> <p>A social media awareness campaign ran on Facebook & Instagram, reaching over 512,000 people in Sussex and the Isle of Wight;</p>	
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			<p>News coverage ran on ITV Meridian, BBC South TV, BBC Sussex Radio and More Radio with newspaper coverage in the Mid Sussex Times, West Sussex Gazette, West Sussex County Times and The Argus reaching an estimated 1.5 million people across Sussex. Additional reminder stories were published in the press towards the end of the consultation;</p> <p>A Radio advertising campaign reached an estimated 125,000 people across West Sussex, Mid Sussex and parts of East Sussex.</p> <p>Emails were sent to MPs, local authorities, elected representatives, parish councils, Section 42 consultees, Rampion 2 Expert Topic Groups, Rampion 2 Project Liaison Groups, hard-to-reach groups and other stakeholders who had registered an interest to be kept informed.</p> <p>The response figures, as detailed in the Consultation Report (APP REF: 5.1), indicate that there was a high public awareness of the consultation. In response to requests for more information, a community information event was then held in July 2023 within the Cowfold community at the</p>	
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			Allmond Centre. This offered updated information and detail of the proposals and was publicised similarly on a local level through a postal mailer, local news release and posters.	
OTH03.	Consultation – Suggestions and queries - Process	A reminder that consultation on the proposals should adhere to the Gunning Principles, which are a set of legal principles against which the adequacy of a public consultation process can be measured.	Comment noted.	
OTH04.	Consultation - Suggestions and queries -Re-run/extend	Requests for the consultation on the substation location to be reopened, including suggestions that the consultation should include both the impacts of the substation location and the surrounding cable route.	<p>The Applicant has conducted a number of rounds of consultation with the affected communities presenting the substation proposals including; the non-statutory consultation held from 14 January to 11 February 2021 and the project wide statutory consultation from 14 July to 16 September.</p> <p>Comprehensive information was presented on the substation search areas, site requirements and associated onshore cable route and construction methodologies.</p> <p>The project wide statutory consultation was heavily publicised</p>	N

			<p>and carried out in accordance with the SoCC published in June 2021, which was agreed with relevant local authorities and satisfied the requirements of the Planning Act 2008.</p> <p>In accordance with the Statement of Community Consultation (SoCC), the Applicant sent leaflets to homes and businesses within 1.5km of the proposed cable route, 3km around proposed substation site options and 100km inland along the coast from Selsey Bill to Beachy Head.</p> <p>Our Consultation period exceed the statutory minimum of 28 days, running for over six weeks from 18th October – 29th November 2022. In advance of the launch of our consultation, an extensive publicity campaign was undertaken which included:</p> <p>A wide-reaching advertising campaign included billboard and bus advertising, a radio campaign, poster on village noticeboards and a social media campaign and media relations campaign covered by Sussex TV, radio and newspapers.</p>	
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			<p>Section 48 Notices were also placed in regional and national newspapers agreed by local authorities through the SoCC.</p> <p>All materials were made available online and USB sticks sent out on request, as well as being available in 11 well-publicised locations where the public could see documents and access the comment form on computers.</p> <p>Two live virtual public forums were held on 27 July and 6 September where presentations of the proposals were made with the opportunity to ask the project team questions. Two virtual presentations were also held for parish councils on 28 July and 23 August, as well as Project Liaison Group meetings with interest groups and Parish Council delegates, and Expert Topic Groups.</p> <p>Emails were sent to MPs, local authorities, elected representatives, parish councils, Section 42 consultees, Rampion 2 Expert Topic Groups, Rampion 2 Project Liaison Groups, hard-to-reach groups and other stakeholders who had</p>	
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			<p>registered an interest to be kept informed.</p> <p>The response figures, as detailed in the Consultation Report (APP REF: 5.1), indicate that there was a high public awareness of the consultation.</p> <p>As a result of the above, the Applicant has no plans to reopen the consultations.</p>	
OTH05.	Consultation - concern - process	Concerns surrounding the consultation process in general, including complaints about the way in which proposals had been chosen over others.	The Environmental Statement Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3) explains the alternatives considered through the Rampion 2 project evolution, including where engagement has led to the consideration of alternatives or a change to the cable route design. In deciding the final cable route, Rampion 2 considered various environmental and engineering factors. Modifications to the cable route were considered and implemented where justified on environmental, land use and engineering grounds.	N
OTH06.	Consultation - concern - publicity	A concern that publicity of the consultation was insufficient, especially in regard to Oakendene substation,	The Applicant conducted a project wide statutory consultation from 14 July to 16 September.	N

		<p>including a reference to an article in the local press.</p>	<p>Comprehensive information was presented on the substation search areas, site requirements and associated onshore cable route and construction methodologies.</p> <p>The project wide statutory consultation was heavily publicised and carried out in accordance with the SoCC published in June 2021, which was agreed with relevant local authorities and satisfied the requirements of the Planning Act 2008.</p> <p>In accordance with the SoCC, the Applicant sent leaflets to homes and businesses within 1.5km of the proposed cable route, 3km around proposed substation site options and 100km inland along the coast from Selsey Bill to Beachy Head.</p> <p>Our Consultation period exceed the statutory minimum of 28 days, running for over six weeks from 18th October – 29th November 2022. In advance of the launch of our consultation, an extensive publicity campaign was undertaken which included:</p>	
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			<p>A wide-reaching advertising campaign included billboard and bus advertising, a radio campaign, poster on village noticeboards and a social media campaign and media relations campaign covered by Sussex TV, radio and newspapers. Section 48 Notices were also placed in regional and national newspapers agreed by local authorities through the SoCC.</p> <p>Following the close of the project wide statutory consultation, and consideration of the feedback received, the Applicant announced the proposed location of the substation to be Oakendene in a press release in July 2022. This was in the run up to the launch of the onshore statutory consultation held from 18 October to 29 November 2022.</p>	
OTH07.	Oakendene - concern - biodiversity	Concerns over impacts on local biodiversity, including references to veteran trees and ancient woods, as well as deer, badgers and foxes.	Impacts on biodiversity will be reduced by design and through use of mitigation measures expressed in the Commitments Register (APP REF: 7.22) to the extent that no significant effects are assessed in the Environmental Statement Chapter 22: Terrestrial ecology and nature	N

			conservation, Volume 2 (APP REF: 6.2.22).	
OTH08.	Oakendene - concern - construction traffic	Concerns over the potential impacts of construction traffic, including references to Kent Street and to the largely rural and tranquil nature of the area.	Kent Street is proposed as a construction access to the cable corridor, but there will be no need for substation traffic to use it, as the site is to be accessed from the A272. Traffic impacts will be temporary, and for the first 700m only. Construction traffic has been assessed in the Environmental Statement Chapter 23: Transport, Volume 2 (APP REF: 6.2.23) which has informed further assessment in Environmental Statement Chapter 21: Noise and vibration, Volume 2 (App REF: 6.2.21).	N
OTH09.	Oakendene - concern - cultural heritage	References to Grade II listed buildings that could be affected by the proposals, as well as other community assets.	Impacts on listed buildings have been assessed in Environmental Statement Chapter 25: Historic environment, Volume 2 (APP REF: 6.2.25). Effects on the Oakendene Manor house are further considered in the Planning Statement (APP REF: 5.7).	N
OTH10.	Oakendene - Concern - Env assessment	Concerns over the environmental assessment of the impacts of the proposals, including doubts cast over whether landowners and members of the public had been contacted to obtain relevant information.	Where environmental information has been provided to Rampion 2 by landowners and the public, it has been forwarded onto and taken into account by the Environmental Assessment team.	N

OTH11.	Oakendene - concern - noise	Concern over the potential noise impacts for Oakendene.	Noise impacts from the substation are assessed in Environmental Statement Chapter 21: Noise and vibration, Volume 2 (APP REF: 6.2.21).	N
OTH12.	Oakendene - concern - property	Concern that the presence of the Oakendene substation would affect property prices in the area.	The environmental assessment has not identified likely Significant Effects in relation to potential impacts of Rampion 2 on air quality, noise and vibration from onshore construction, operation and decommissioning. While the substation site is well screened, it may be visible from locations, with impacts assessed in Environmental Statement Chapter 18: Landscape and visual impact, Volume 2 (APP REF: 6.2.18).	N
OTH13.	Oakendene - concern - traffic	A suggestion that traffic modelling has not been carried out to assess the impacts of the proposals around Oakendene.	Predicted traffic flows are presented in the Traffic generation technical note, Volume 4 (APP REF: 6.4.23.2).	N
OTH14.	Oakendene - Concern - trees	Concern that a large number of trees near Oakendene would be affected by the proposals.	Trees in the centre of the proposed substation site would need to be felled, but those at the perimeter of the site would be protected and reinforced. Survey results are presented in the Arboricultural Impact Assessment, Volume 4 (APP REF: 6.4.22.16).	N

OTH15.	Oakendene - oppose	Statements of opposition to the proposals for a substation at Oakendene.	Comments noted	N
OTH16.	Oakendene – Suggestions and queries - Mitigation	A query over why trenchless crossings have not been proposed near Wilcocks Farm, where the potential loss of 25 oak trees and a badger path are reported.	Trenchless crossings have been proposed to reduce environmental impacts on some watercourses and ancient woodland where there is significant policy protection. However, techniques like horizontal directional drilling have their own impacts including noise and additional traffic. The trees in this location have been surveyed as category A and B, but not veteran. It will not be necessary to remove all of the trees within the corridor, and these would be compensated for through the Biodiversity Net Gain strategy.	
OTH17.	Crosscutting - Concern - Env assessment	A concern over the approach taken to environmental assessment, including a suggestion that relevant information has been withheld from consultations or not collected.	Consultations have been informed by Preliminary Environmental Information, which have been largely based on desk studies as is normal for this stage. Site surveys have now been undertaken on the proposed alignment which are reported in the Environment Statement. The full Environmental Impact Assessment is contained in the Development Consent Order application and available for further public scrutiny.	

OTH18.	Crosscutting - Concern - Need case	Concern over the need for the proposed windfarm, given its perceived impacts.	The draft National Policy Statement for Energy (EN-1) states that 'Government has concluded that there is a critical national priority (CNP) for the provision of nationally significant new offshore wind infrastructure'. The energy provided by Rampion 2 will be renewable, affordable, produced in the UK and available by 2030. The need case for the project, and how this is balanced against assessed impacts, is described in the Planning Statement (APP REF: 5.7).	
OTH19.	Crosscutting - Concern - Route selection	Concern over the method of selecting route alternatives and whether this has effectively considered the respective impacts of each alternative.	The route selection process has been iterative and informed by environmental, technical and stakeholder impacts, as explained in Environmental Statement Chapter 3: Alternatives, Volume 2 (APP REF: 6.2.3).	