

# Rampion 2 Wind Farm

## Category 7: Other Documents

### Evidence Plan (Part 1 of 11)

**Date: August 2023**

**Revision A**

Document Reference: 7.21

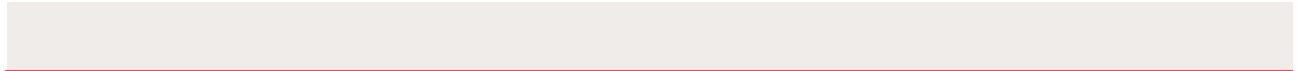
Pursuant to: APFP Regulation 5 (2) (q)

Ecodoc number: 004866615-01



## Document revisions

Revision	Date	Status/reason for issue	Author	Checked by	Approved by
A	04/08/2023	Final for DCO Application	GoBe	RED	RED



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Appendix B	Agreement Logs
Appendix C	Meeting Minutes
Appendix D	Documents Submitted Via the Evidence Plan



# 1. Introduction

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## 1.1 Project Background

- 1.1.1 Rampion Extension Development Limited (hereafter referred to as 'RED') (the Applicant) is developing the Rampion 2 Offshore Wind Farm Project (Rampion 2) located adjacent to the existing Rampion Offshore Wind Farm Project ('Rampion 1') in the English Channel.
- 1.1.2 Rampion 2 will be located between 13km and 26km from the Sussex Coast in the English Channel and the offshore array area will occupy an area of approximately 160km<sup>2</sup>.
- 1.1.3 The key offshore elements of the Proposed Development will be as follows:
- up to 90 offshore wind turbine generators (WTGs) and associated foundations;
  - blade tip of the WTGs will be up to 325m above Lowest Astronomical Tide (LAT) and will have a 22m minimum air gap above Mean High Water Springs (MHWS);
  - inter-array cables connecting the WTGs to up to three offshore substations;
  - up to two offshore interconnector export cables between the offshore substations;
  - up to four offshore export cables each in its own trench, will be buried under the seabed within the final cable corridor; and
  - the export cable circuits will be High Voltage Alternating Current (HVAC), with a voltage of up to 275kV.
- 1.1.4 The key onshore elements of the Proposed Development will be as follows:
- a single landfall site near Climping, Arun District, connecting offshore and onshore cables using Horizontal Directional Drilling (HDD) installation techniques;
  - buried onshore cables in a single corridor for the maximum route length of up to 38.8km using:
    - trenching and backfilling installation techniques; and
    - trenchless and open cut crossings.
  - a new onshore substation, proposed near Cowfold, Horsham District, which will connect to an extension to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables; and
  - extension to and additional infrastructure at the existing National Grid Bolney substation, Mid Sussex District to connect Rampion 2 to the national grid electrical network.

- 1.1.5 A full description of the Proposed Development is provided in **Chapter 4: The Proposed Development, Volume 2** of the ES (Document Reference: 6.2.4).

## 1.2 Purpose of this report

- 1.2.1 The purpose of this report is to summarise the processes and outcomes of the Rampion 2 Evidence Plan Process (EPP), which was developed as a mechanism for consultation and agreement between the Applicant and key technical stakeholders on the information and evidence required for the Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA) processes.
- 1.2.2 This report describes the background to the EPP, the roles and responsibilities of the parties involved, and the activities that took place to complete the process prior to the Development Consent Order (DCO) application being made.
- 1.2.3 Evidence Plan **Appendices A to D** contain numerous documents that support and evidence the process, including the Terms of Reference (ToR) (**Appendix A**), Agreements Logs (**Appendix B**), the minutes from all meetings held under the Evidence Plan Process (**Appendix C**) and relevant documents delivered to attendees prior to, or after meetings (**Appendix D**). **Table 1-1** below provides a breakdown of the appendices to this report.

**Table 1-1 Evidence Plan List of Appendices**

Appendix	Title
<b>Appendix A: Terms of Reference</b>	
<b>Appendix B: Agreement Logs</b>	
<b>Appendix C: Meeting Minutes – full list of meeting minutes for each phase included in Appendix C</b>	
Phase 1 – Scoping	
Phase 2 – Pre-Preliminary Environmental Information Report (PEIR)	
Phase 3	
Phase 4 – Environmental Statement (ES)	
<b>Appendix D: Documents Submitted Via the Evidence Plan</b>	
<b>Phase 1 – Scoping – documents shared or received during phase 1 of the EPP</b>	
18/09/2020 Ornithology, Marine Mammals and HRA Expert Topic Group (ETG) Meetings	Hastie <i>et al.</i> , 2015

Appendix	Title
	Russel & Hastie, 2017
	SMRU Technical Note on Dose Response Curve
	Whyte <i>et al.</i> , 2020
	Rampion 2 Method Statement Ornithology
	Rampion 2 Nature Conservation Method Statement
	Rampion 2 Additional Comments Sussex Ornithological Society
	Rampion 2 Natural England Method Statement Comments
13/10/2020 Ornithology, Marine Mammals and HRA ETG Meetings	Rampion 2 Noise Impact Assessment Methodology
17/09/2020 Coastal Processes, Benthic Ecology and Fish Ecology	Rampion 2 Black Bream Data Assessment and Approach
	Rampion 2 Benthic Subtidal Intertidal Ecology Method Statement
	Rampion 2 MMO Method Statement Response

Appendix	Title
13/10/2020 Additional meeting with Natural England (Benthic Ecology and Coastal Processes)	Rampion 2 Evidence Plan Process Additional Comments Natural England
21/10/2020 Coastal Processes (referred to as “physical processes” in early ETG meetings), Benthic Ecology and Fish Ecology	Rampion 2 Fish and Shellfish Method Statement
	Rampion 2 Underwater Noise Assessment Method Statement
	Rampion 2 Additional Comments Natural England
	Rampion 2 Natural England Method Statement Comments
	Rampion 2 MMO Method Statement Response
	Rampion 2 MMO Offshore Wind Farm Benthic Surveys Comments
<b>Phase 2 – Pre-PEIR - documents shared or received during phase 2 of the EPP</b>	
16/03/2021 Steering Group	Rampion 2 Additional Comments Natural England
	Rampion 2 Additional Comments Historic England 17/03/2021

Appendix	Title
	Rampion 2 Additional Comments Historic England 28/06/2021
18/03/2021 SLVIA, Landscape, Archaeology and Cultural Heritage/ Marine Archaeology	Rampion 2 Additional Comments Natural England Rampion 2 Additional Comments West Sussex County Council
	Rampion 2 Historic England Receptor List
24/03/2021 Coastal Processes, Benthic Ecology and Fish Ecology	Rampion 2 Additional Comments Natural England
26/03/2021 Ornithology, Marine Mammals and HRA	Rampion 2 Additional Comments Natural England
28/04/2021 Targeted engagement: SLVIA	Rampion 2 West Sussex County Council (WSCC) Comments
<b>Phase 3 – documents shared or received during phase 3 of the EPP</b>	
03/11/2021 Coastal Processes, Benthic Ecology and Fish Ecology	Rampion 2 Technical Note: Underwater noise mitigation for sensitive features
	Rampion 2 Technical Note: Cable routing for sensitive features
15/02/2022 Coastal Processes, Benthic Ecology and Fish Ecology	MMO Response to Cable Corridor Expert Topic Group minutes, technical note for sensitive features, Draft ES Appendix 6.1,6.3, 9.3 and information on alternative to floatation pits.

Appendix	Title
24/02/2022 Coastal Processes, Benthic Ecology and Fish Ecology	Rampion 2 Technical Note: Additional underwater noise modelling
	Rampion 2 NE Response to technical notes and additional papers
	Bruitjes <i>et al</i> 2016
	Rampion 2 MMO Response Underwater Noise ETG Minutes, Underwater Noise Mitigation Technical Note and Additional Noise Monitoring
	Rampion 2 MMO Response regarding Underwater noise monitoring survey method
	Rampion 2 NE Response to Underwater Noise Survey Method
	RWE Response to NE regarding Underwater Noise Survey Method
02/03/2022 Targeted Engagement: SLVIA	Rampion 2 Figure SLVIA Project design envelope Rampion 2 Figure Worst Case Scenario (WCS) Layout Rampion 2 Figure Viewpoint Beachy Head Rampion 2 Figure ES Revised WCS Layout

Appendix	Title
	Rampion 2 Figure West Sussex Viewpoints
	Rampion 2 Figure Viewpoints and WCS Layout
22/03/2022 SLVIA, Landscape, Archaeology and Cultural Heritage / Marine Archaeology	Rampion 2 Mitigation Monitoring and Enhancement Register
	Rampion 2 Historic England response – Draft Outline Marine Written Scheme of Investigation
<b>Phase 4 - ES - documents shared or received during phase 4 of the EPP</b>	
12/09/2022 An additional meeting for Underwater Noise Black Bream Survey Queries:	Rampion 2 MMO’s Response to Underwater Noise Steering Group Minutes, Slide Pack and Underwater Noise Study.
	Rampion 2 Underwater Noise Study for Sea Bream Disturbance
	Rampion 2 Underwater Noise Monitoring Survey Method Statement
	Rampion 2 NE Response to Underwater Noise Study for Sea Bream Disturbance



Appendix	Title
30/03/2023 Coastal Processes, Benthic Ecology and Fish Ecology	Rampion 2 Piling Noise and Black Bream: Further Information and Response Paper
	Rampion 2 MMO's Response to Further information and response paper for piling noise and Black Bream.
	Rampion 2 NE Response to Further information and response paper.
22/06/2023 Terrestrial Ecology and Water Environment	Appendix 22.2 – Terrestrial Ecology Desk study
	Appendix 22.3 – Extended Phase 1 Habitat Survey Report
	Appendix 22.4 – National Vegetation Classification Survey Report 2021-2022
	Appendix 22.5 – Hedgerow Survey Report
	Appendix 22.7 - Great Crested Newt survey report
	Appendix 22.9 – Hazel Dormouse Report 2020-2022
	Appendix 22.10 – Invertebrate Survey Report

Appendix	Title
	Appendix 22.12 – Reptile Survey
	Appendix 22.14 – Onshore Winter Bird Report 2020-2022
29/06/2023 Targeted Engagement: Air Quality Emissions meeting	MEMO_Air Emissions Mitigation Strategy_060723
07/07/2023 Targeted Engagement: Arboriculture Discussions Meeting	Rampion 2 - Arboricultural Survey Method (extract for consultee discussion)
	Rampion 2 - Arboricultural Constraints Plan
	Rampion 2 Offshore Wind Farm - Arboricultural Survey Data - July 23
13/07/2023 Transport and Socio-economics	18.8 Landscape elements along cable corridor
	A23.14 Accesses used – onshore construction phase
	23.1.5 Strategic Access Routes
	23.18 Study Area 1 HGV Access Strategy

## 1.3 The Evidence Plan Process

- 1.3.1 The EPP was initially developed by the Major Infrastructure Environment Unit (MIEU) of the Department for Environment, Food and Rural Affairs (Defra) to provide a formal mechanism for applicants and statutory bodies to agree what information and evidence an applicant for a Nationally Significant Infrastructure Project (NSIP) should submit. Originally, this process was focused on HRA matters however, in practice, the MIEU advised that the topic areas covered by an Evidence Plan could be expanded to include EIA issues as well. Evidence Planning is a widely adopted voluntary process, which does not replace or duplicate existing EIA or HRA requirements but complements them during the pre-application stage.
- 1.3.2 Guidance on the preparation of Evidence Plans is provided within the Defra Guidance Note 'Habitats Regulations: Evidence Plans for Nationally Significant Infrastructure Projects' (Defra, 2012, PINS, 2012). Under this guidance, applicants are expected to:
- Engage with Statutory Nature Conservation Bodies (SNCBs), the Planning Inspectorate (PINS), and other consenting bodies throughout the project's development;
  - Collect evidence and analyse it using agreed methodologies; and
  - Be accepting that evidence requirements may change throughout the course of the project's development.
- 1.3.3 Under the Defra guidance, SNCBs are expected to:
- Seek pragmatic solutions;
  - Take a proportionate approach;
  - Only change evidence requirements under specified conditions; and
  - Provide clear guidance and advice.
- 1.3.4 Typically, the EPP is divided into technical panels established to discuss and agree the evidence and assessment requirements for each topic area identified. The Evidence Plan is intended to be a working process that is developed by the parties involved on an ongoing basis throughout the development of the EIA, continuing up until the point of application.
- 1.3.5 The process followed in preparation of the Evidence Plan is aimed at producing a non-legally binding agreement between applicants and the relevant statutory authorities on:
- The matters to be addressed in the EIA and the HRA (the scope);
  - The baseline data that will be used to support the assessments (the evidence);
  - The methods applied to the assessments (the methodology); and
  - If possible, the outcomes of the assessments and any requirements for further mitigation and/ or monitoring (the conclusions).

## 1.4 The Rampion 2 Evidence Plan

- 1.4.1 An EPP was adopted by the Applicant to ensure that key technical stakeholders were consulted on a regular and formalised basis. The Evidence Plan Process for Rampion 2 commenced in September 2020 during the scoping process.
- 1.4.2 The primary objective of the Evidence Plan Process was to seek agreement with key stakeholders on the data and information to be included in the EIA and HRA. The process has also been used to communicate key project information, including regular updates regarding consultation events throughout the Covid-19 pandemic. The Evidence Plan is a voluntary process that has provided a record of agreements and disagreements between the Applicant and stakeholders. This record is intended to inform the Statements of Common Ground (SoCGs) between the Applicant and stakeholders which will develop following application and will be provided during examination.
- 1.4.3 The Terms of Reference (ToR) (**Appendix A**) for the Rampion 2 Evidence Plan was provided at the outset of the process and discussed at the introductory meetings in September to November 2020. The ToR were initially provided in draft format for comment and were subsequently updated and agreed with the Steering Group and Expert Topic Group (ETG) members.
- 1.4.4 This report presents the final outcomes of the Evidence Plan Process prior to DCO application, reflecting the discussions and agreements made with its members throughout the pre-application process.

## 1.5 Outputs of the Evidence Plan

- 1.5.1 The outputs of the Evidence Plan have made an important contribution to:
- The Applicant's final **ES** (Document Reference: 6.2), **Report to Inform Appropriate Assessment (RIAA)** (Document Reference: 5.9), and **Habitats Regulations Assessment (Without Prejudice) Derogation Case** (Document Reference: 5.10) that accompany the DCO Application;
  - Identifying and agreeing any mitigation and/ or monitoring in respect of the issues considered, where likely significant effects were identified;
  - Identifying, by way of Agreement Logs (contained in **Appendix B**), those areas of agreement relating to the sufficiency of the evidence provided and the assessment methods employed (and any disagreements that remain). The Agreement Logs are intended to form the basis of SoCGs between the Applicant and those statutory and non-statutory bodies involved;
- 1.5.2 The outputs of the Evidence Plan will also inform:
- The examination of the application by the Examining Authority (ExA) for those topics and issues addressed by the Evidence Plan Process; and
  - The final decision of the application, including any Appropriate Assessment (AA) undertaken by the competent authority.

## 2. Roles and Responsibilities

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2.1.1 The roles and responsibilities of the organisations included in the Evidence Plan Process for Rampion 2 were presented at the kick-off meetings in September to November 2020 and subsequently agreed through the ToR (**Appendix A**). The roles of the parties involved are briefly summarised in the sections below. Broadly, the Evidence Plan Process comprised a Steering Group, a secretariat and five ETGs covering specific topic areas.

### 2.2 The Applicant

2.2.1 The Applicant team comprised RED as lead developer of the Rampion 2 project and its appointed advisors for HRA and EIA matters. The Evidence Plan Process has been overseen by the Applicant, whose role it was to define the aims of the project, to develop the programme, and to ensure that this programme was adhered to.

2.2.2 In relation to the Evidence Plan Process, the role of the Applicant can be summarised as follows:

- Present information about the project insofar as relevant to the particular topic for ETG, and the stage for the EPP;
- Draft and maintain the Evidence Plan Report, Agreement Logs and meeting minutes;
- Collect, analyse, and assess the evidence;
- Coordinate meetings and other consultation activities with the Steering Group and ETGs;
- Ensure that documents are provided in a timely manner to allow review/comment within agreed periods as set out in the ToR (**Appendix A**);
- Work with the relevant authorities to resolve as many issues as possible at the pre-application stage, and to record the matters that are agreed (or not agreed); and
- Finalise the **ES** (Document Reference: 6.2) and **Report to Inform Appropriate Assessment** (Document Reference: 5.9) in accordance with the evidence agreed through the Evidence Plan.

### 2.3 The Consenting and Other Regulatory Authorities

2.3.1 The decision-maker for energy DCO applications under the Planning Act 2008 is the Secretary of State of the Department for Energy Security and Net Zero (SoS for DESNZ), who is also a competent authority for the AA. The Planning Inspectorate is the UK Government agency responsible for dealing with procedural aspects of Nationally Significant Infrastructure Projects (NSIPs).

## 2.4 The Evidence Plan Steering Group

2.4.1 The Steering Group's main intended function was to oversee and facilitate the development of the Rampion 2 Evidence Plan Process and ensure continual progress acting as a project management group. The Steering Group met regularly to update members on the project and relevant ETG discussions. The Steering Group is required to:

- Oversee the resolution of issues that may arise during the development of the Evidence Plan and through the ETG discussions as recorded in the Agreement Logs, which may ultimately be used as the basis for SoCGs with each interested party;
- Ensure that discussions taking place within the individual ETGs were consistent in their approach to EIA and HRA;
- Ensure that decisions made by either the Steering Group or individual ETGs were circulated to all participants in the Evidence Plan Process.

2.4.2 The Steering Group membership and the specific role of each member are summarised below in **Table 2-1**, full details are provided in the ToR (**Appendix A**).

**Table 2-1 Membership of the Rampion 2 Evidence Plan Steering Group**

<b>Title</b>	<b>Description</b>
<b>The Planning Inspectorate</b>	Were kept informed of the Evidence Plan Process.
<b>The Applicant</b>	The project team, together with input from appointed consultants, who drafted the Evidence Plan Process, and technical documents required, collated minutes, and maintained the Agreement Logs.
<b>Natural England</b>	Provided feedback to the drafting and agreement of the Evidence Plan and supported all aims of the steering group in relation to all aspects of the Evidence Plan.
<b>Marine Management Organisation (MMO)</b>	Provided feedback to the drafting and agreement of the Evidence Plan and supported the aims of the Steering Group in relation to all offshore aspects of the Evidence Plan.
<b>The local planning authorities</b>	Supported the aims of the steering group in relation to onshore aspects.
<b>Historic England</b>	Represented both onshore and offshore aspects of the proposed development for topics as relevant to management of the historic environment relating to the DCO Application. Provided feedback to the drafting and agreement of the Evidence Plan and supported the aims of the Steering Group in relation to Archaeological and Historical aspects of the Evidence Plan.

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## 2.5 The Expert Topic Groups

2.5.1 The ETGs comprised the Applicant and experts from relevant organisations with a clear statutory role or non-statutory interest in the topics to be considered. The roles of the ETGs were to:

- Agree the scope of the EIA;
- Agree the scope and methods for data collection where necessary;
- Following collection of data, discuss and agree the appropriateness and sufficiency of data for the purposes of characterising the baseline environment;
- Agree realistic worst-case parameters in the design envelope approach;
- Discuss and agree the assessment and analysis method, including appropriate assessment thresholds and the terms for interpretation of impacts and the levels of significance attributed to them; and
- If significant effects were identified following the assessment, discuss and agree where possible the mitigation or management requirements to reduce or avoid significant adverse effects.

2.5.2 The ETGs and the membership of each of these groups are described in **Table 2-2** and **Table 2-3** below.



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**Table 2-2 Membership of the initial ETGs (September 2020 – November 2022)**

ETG	Membership
<b>SLVIA, Landscape, Archaeology and Cultural Heritage / Marine Archaeology</b>	<ul style="list-style-type: none"> <li>● The Applicant</li> <li>● Adur and Worthing District Council</li> <li>● Arun District Council</li> <li>● Brighton and Hove City Council</li> <li>● Chichester District Council</li> <li>● Chichester Harbour Conservancy - Area of Outstanding Natural Beauty (AONB)</li> <li>● East Sussex County Council</li> <li>● Hampshire County Council</li> <li>● High Weald AONB Partnership</li> <li>● Historic England</li> <li>● Horsham District Council</li> <li>● Isle of Wight AONB Partnership</li> <li>● Isle of Wight Council</li> <li>● Lewes District Council/ Eastbourne Borough Council</li> <li>● Mid-Sussex District Council</li> <li>● MMO</li> </ul>

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**ETG****Membership**

- National Trust
- Natural England;
- South Downs National Park Authority
- Surrey County Council
- Surrey Hills AONB Board
- Wealden District Council
- West Sussex County Council

**Coastal Processes, Benthic Ecology and Fish Ecology**

- The Applicant
- Centre for Environment, Fisheries and Aquaculture Science (Cefas);
- East Sussex County Council
- Environment Agency
- MMO
- Natural England
- Seahorse Trust
- Sussex Inshore Fisheries and Conservation Authority
- Sussex Wildlife Trust
- Zoological Society London Institute of Zoology

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**ETG****Membership****Ornithology, Marine Mammals & HRA**

- The Applicant
- Cefas
- MMO
- Royal Society for the Protection of Birds (RSPB)
- Sussex Ornithological Society
- Sussex Wildlife Trust
- The Wildlife Trusts
- Whale and Dolphin Conservation

**Transport, Air Quality, Noise and Vibration and Socioeconomics**

- The Applicant
- Adur and Worthing District Council
- Arun District Council
- Brighton and Hove City Council
- Highways England
- Mid Sussex District Council
- South Downs National Park Authority
- West Sussex County Council

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**ETG****Membership****Terrestrial Ecology & Water Environment**

- The Applicant;
- Adur & Worthing District Council
- East Sussex County Council
- Environment Agency
- Horsham District Council
- Land Research Associates
- Mid-Sussex District Council
- Natural England
- Ouse and Adur Rivers Trust
- Pevensey and Cuckmere Water Level Management Board
- Royal Society for the Protection of Birds
- South Downs National Park Authority
- Sussex Ornithological Society
- Sussex Wildlife Trust
- West Sussex County Council

2.5.3 Following the statutory PEIR consultation in July 2021, further changes to the onshore design were progressed, driven by consultee feedback and subsequent design evolution of the onshore cable corridor. The alternatives and modifications to the onshore cable corridor were consulted upon through two further rounds of statutory consultation in October 2022 and February 2023. As a result, the scheduling of the ETGs for onshore was separated from the offshore Evidence Plan workstream to allow focused discussions on proposed changes to the onshore cable corridor to be undertaken, whilst allowing the offshore ETGs to continue as previously planned. **Table 2-3** presents the onshore ETG members for each technical topic group after this division had occurred, covering the period November 2022 until July 2023.

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**Table 2-3 Membership of the onshore and offshore ETGs (November 2022 – July 2023)**

ETG	Membership
<b>SLVIA and Marine Archaeology</b>	<ul style="list-style-type: none"> <li>• The Applicant</li> <li>• Adur and Worthing District Council</li> <li>• Arun District Council</li> <li>• Brighton and Hove City Council</li> <li>• Chichester District Council</li> <li>• Chichester Harbour Conservancy - Area of Outstanding Natural Beauty (AONB)</li> <li>• East Sussex County Council</li> <li>• Hampshire County Council</li> <li>• Historic England</li> <li>• Horsham District Council</li> <li>• Isle of Wight AONB Partnership</li> <li>• Isle of Wight Council</li> <li>• Lewes District Council/ Eastbourne Borough Council</li> <li>• MMO</li> <li>• National Trust</li> <li>• Natural England</li> </ul>

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**ETG****Membership**

- South Downs National Park Authority
- Wealden District Council
- West Sussex County Council

**Transport and Socioeconomics**

- The Applicant;
- A27 Link Connection;
- Adur & worthing District Council;
- Arun District Council;
- Brighton & Hove District Council
- East Sussex County Council
- Highways England;
- Icen Projects;
- Mid Sussex County Council;
- Mid-Sussex District Council;
- National Highways;
- Public Health England;
- South Downs National Park Authority;
- West Sussex County Council;
- West Sussex County Highways; and

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**ETG****Membership**

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- West Sussex Local Access Forum

**LVIA and Historic Environment**

- The Applicant;
- Arun District Council
- Icen Projects
- Historic England
- Natural England
- South Downs National Park Authority
- West Sussex County Council

**Noise and Vibration, Air Quality, Soils and Agriculture and Ground Conditions**

- The Applicant
  - Environment Agency
  - Mid-Sussex District Council
  - Arun District Council
  - South Downs National Park Authority
  - West Sussex County Council
  - Icen Projects
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## 3. Approach to Completing the Evidence Plan

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### 3.1 Introduction

- 3.1.1 This section presents the working arrangements and the timetable for drafting and finalising the Evidence Plan Process for Rampion 2 as well as relevant EIA and HRA consultation. The Applicant has sought to reach agreement with all parties on the Evidence Plan Process in line with key project milestones agreed with the member organisations through ETG meetings.

### 3.2 Evidence Plan Programme

- 3.2.1 A record has been maintained of all Evidence Plan consultation that has been undertaken with consultees. In addition, Agreement Logs (which are contained within **Appendix B**, broken down for each of the individual ETGs) were developed to document areas of agreement and disagreement. The Agreement Logs have been kept up to date and shared with the relevant ETGs at key points in the Rampion 2 programme.
- 3.2.2 As the project moves into the DCO examination phase, the Agreement Logs are proposed to be used as a basis for the SoCGs with consultees which are required by the Planning Inspectorate. This will enable a clear audit trail of discussions and decision-making with the intention of limiting the need for any reiteration of previous discussion on matters previously considered and agreed through the Evidence Plan Process.
- 3.2.3 The ETG members are responsible for agreeing the minutes which have been used to record statements of agreement and disagreement in the Agreement Logs. Meeting participants are required to review, comment on, and agree the final minutes in an iterative review process as defined in the ToR (**Appendix A**).
- 3.2.4 The reports and draft documents issued as part of the Evidence Plan Process, as well as details of stakeholder feedback on those documents submitted, are described in **Appendix D**. These reports and documents were supplied to the relevant ETG members as electronic copies via email. **Appendix D** provides a list of all substantive documents provided to the ETGs for information and/ or review, as well as the responses received.

### Recording the Evidence Plan Process

- 3.2.5 The Evidence Plan Process has been recorded by taking meeting minutes and compiling the Agreement Logs (**Appendix B** and **C**). Meeting minutes have been written for every meeting with the ETGs and the steering group and have been circulated to members. The Agreements Logs have been developed to document areas of agreement and disagreement and has been updated regularly throughout the Evidence Plan Process. The Agreement Logs provide a clear trail of discussion and decision making throughout the process.

## Evidence Plan Programme

3.2.6 **Table 3-1** sets out the key phases and milestones involved with developing and completing the Evidence Plan Process.

**Table 3-1 Key Stages and Milestones of the Rampion 2 Evidence Plan**

Stage	Key Dates	Description
1	September to November 2020	Kick-off meetings with ETGs to introduce the project, Evidence Plan Process and to introduce the ToR. Feedback was sought on the proposed approach to the Evidence Plan, key topic areas and the programme.
2	February to April 2021	Provision of technical information to ETGs regarding the scoping process and the development of the Scoping Report, including characterising the receiving environment, communicating the scope of the EIA and the methodologies proposed for assessment.
3	October to November 2021	Provision of updates across all ETGs, discussion of approaches moving forward, agreement of previously outlined methodologies, progress from PEIR and discussion of comments from statutory S42 Consultation received from the stakeholders attending the meetings.
4	April to December 2022	Provision of updates across all ETGs, addressing members S42 comments, survey updates. Discussion of PEIR Supplementary Information Report (SIR) (onshore only).
5	February to March 2023	Updates since November/December 2022 ETG, responses to PEIR SIR, update on surveys and approach to ES (onshore only).
6	June 2023	Provision of updates across all ETGs, including programme for application submissions, progress on PEIR, further preliminary environmental information, and survey updates. Update on maximum design parameters (offshore only).

## 4. Evidence Plan Progress, Status and Next Steps

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### 4.1 Introduction

- 4.1.1 The status of issues relevant to each of the topic areas covered by the ETGs, and informed by further information provided by the Applicant, is summarised in the sections below and set out in detail in the Agreement Logs (**Appendix B**) maintained throughout the Evidence Plan Process.
- 4.1.2 **Table 4-1 to Table 4-10** below provides details on all Rampion 2 Evidence Plan meetings and the key discussion points. The specific discussions in these meetings are contained within the meeting minutes (**Appendix C**).

### 4.2 Habitats Regulations Assessment (HRA)

- 4.2.1 Habitats Regulations Assessment (HRA) is required under The Conservation of Habitats and Species Regulations 2017, hereafter known as the Habitats Regulations, for plans or projects that may affect European conservation sites. Like the EIA process, the HRA process covers a variety of technical topics, which are often intertwined with EIA topics. As such, rather than develop a separate ETG for HRA, HRA matters were incorporated into the relevant EIA ETGs.
- 4.2.2 The Applicant's Scoping Report (RED, 2020a) consulted on from July to August 2020, included an HRA Screening Report. The screening of designated sites, and the protected features of those sites, was required in order to establish if the project was likely to have a significant effect on a designated site and therefore whether an appropriate assessment was required. The Applicant shared the published Screening Report (RED, 2020b) together with supporting matrices with consultees on 11 September 2020 inviting stakeholders to comment on the report. Owing to restrictions arising from measures put in place to protect individuals during the Covid-19 pandemic, the consultation period (initially 11 September 2020 to 09 October 2020) was extended to enable consultees additional time to consider and respond. The Screening Report (approach and conclusions) was also discussed with Natural England at an additional ETG meeting on 13 October 2020 and a further ETG meeting on 26 March 2021. This process is described in detail in the RIAA.
- 4.2.3 The draft RIAA (RED, 2021) was prepared as the next step of the HRA process and was consulted on as part of the statutory consultation under the Planning Act 2008 from 14 July 2021 for nine weeks. The statutory consultation was then reopened in early 2022 for nine weeks and the RIAA was also made available during this extended consultation period. On 20 May 2021, the Applicant was informed that a Transboundary Screening had been undertaken for Rampion 2 by the Planning Inspectorate on behalf of the SoS for BEIS (now the Department for Energy Security and Net Zero) under the (Environmental Impact Assessment) Regulations 2017 (PINS 2021). The findings of the Transboundary Screening have been reviewed as to how they pertain to the HRA. The Planning Inspectorate

concluded that the Proposed Development may potentially have transboundary interactions with Member States' territories.

### 4.3 Steering Group Meetings

**Table 4-1 Summary of Steering Group Meetings Carried Out Under the EPP**

Date	Summary of Key Discussion Points	Documents shared / received (located in Appendix D)
09/09/2020	<p><b>First Steering Group meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• A welcome and introduction to the project</li> <li>• Activities undertaken to date</li> <li>• The role of the Steering Group</li> <li>• Key issues from the Scoping Report (both on and offshore)</li> </ul>	
16/03/2021	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Updates since previous meeting</li> <li>• Activities undertaken to date in relation to onshore and offshore assessments</li> <li>• Update on formal consultation</li> <li>• Roadmap for the remaining Steering Group and ETG meetings</li> </ul>	<p>Rampion 2 Additional Comments Natural England</p> <p>Rampion 2 Additional Comments Historic England 17/03/2021</p> <p>Rampion 2 Additional Comments Historic England 28/06/2021</p>
01/11/2021	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Updates since previous meeting</li> <li>• Activities undertaken to date in relation to onshore and offshore assessments</li> <li>• Updates on Statutory S42 Consultation</li> <li>• Roadmap for the remaining Steering Group and ETG meetings</li> </ul>	



Date	Summary of Key Discussion Points	Documents shared / received (located in Appendix D)
05/09/2022	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Updates on project to date</li> <li>• Activities undertaken to date in relation to onshore and offshore assessments</li> <li>• Update on Statutory S42 Consultation</li> </ul>	
06/02/2023	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Updates on project to date               <ul style="list-style-type: none"> <li>• Consultation outreach events</li> <li>• DCO Order Limits</li> <li>• Onshore route changes and surveys</li> <li>• Offshore surveys</li> </ul> </li> <li>• Activities undertaken to date in relation to onshore and offshore assessments</li> <li>• Consultation with landowners for onshore routes options</li> <li>• Update on draft DCO.</li> </ul>	
12/06/2023	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Project update</li> <li>• Targeted Consultation events</li> <li>• PEIR route changed near the South Downs</li> <li>• Final array parameters update               <ul style="list-style-type: none"> <li>• 90 turbines Maximum</li> <li>• Maximum tip height 325m</li> </ul> </li> <li>• DCO timetable and Statements of Common Ground</li> </ul>	

## 4.4 Initial Joint Onshore and Offshore ETG Meetings

4.4.1 Initial joint onshore and offshore ETG meetings were carried out from (September 2020 – November 2022) with the membership groups outlined in **Table 2-2**.

**Table 4-2 Initial onshore and offshore ETG Meetings (September 2020 – November 2022)**

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
15/09/2020	<p><b>First ETG Meeting to discuss Seascape, Landscape, Archaeology and Cultural Heritage and Marine Archaeology:</b></p> <p>SLVIA</p> <ul style="list-style-type: none"> <li>● SLVIA methodology</li> <li>● Scoping opinion</li> <li>● Viewpoints for assessment</li> </ul> <p>LVIA (onshore)</p> <ul style="list-style-type: none"> <li>● Scope of the assessment</li> <li>● proposed methodology (including proposed matrices)</li> <li>● Key data sets</li> <li>● Any methodological or data concerns</li> </ul> <p>Onshore Archaeology and Cultural Heritage</p> <ul style="list-style-type: none"> <li>● Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>● Proposed methodology (including proposed matrices)</li> <li>● Discussion of key datasets for the assessment</li> <li>● Any methodological or data concerns</li> </ul> <p>Marine archaeology:</p> <ul style="list-style-type: none"> <li>● Scope of the assessment – discussion of the scoping opinion</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>● Proposed methodology (including proposed matrices)</li> <li>● Discussion of key datasets for the assessment</li> <li>● Any methodological or data concerns</li> </ul>	
<b>27/10/2020</b>	<p><b>An introductory meeting to discuss Transport, Air quality, Noise, Health and Socio-economics:</b></p> <ul style="list-style-type: none"> <li>● Introducing the project</li> <li>● Progress to date</li> <li>● Overview of the Rampion 2 Evidence Plan Process</li> <li>● Scope of relevant assessments</li> <li>● Proposed methodology for assessments</li> <li>● Key datasets for each aspect</li> <li>● Methodological or data concerns</li> <li>● Community benefits for Rampion 1</li> </ul>	
<b>28/10/2020</b>	<p><b>An introductory meeting to discuss Onshore Ecology, Soils and Agriculture, Water Environment (onshore) and Ground Conditions:</b></p> <ul style="list-style-type: none"> <li>● Introducing the project</li> <li>● Overview of the Rampion 2 Evidence Plan Process</li> <li>● Scope of relevant assessments</li> <li>● Proposed methodology for assessments</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
25/02/2021	<b>Targeted engagement with Natural England to discuss SVLIA and Benthic Ecology:</b>	
	SLVIA update: <ul style="list-style-type: none"> <li>● Key datasets for assessment</li> <li>● Updates on survey results</li> <li>● Route optioneering and biodiversity constraints</li> <li>● Methodological or data concerns.</li> </ul> Benthic Ecology update: <ul style="list-style-type: none"> <li>● Project envelope/worst-case scenario layout</li> <li>● Viewpoint selection / number of viewpoints</li> <li>● Photomontage viewpoints</li> <li>● Format of visual representations</li> <li>● Dark skies / night-time effects</li> <li>● Survey progress update</li> <li>● Alternative indicative habitat modelling approach for PEIR</li> <li>● Anticipated results</li> <li>● Updates to be carried out for ES</li> </ul>	
16/03/2021	<b>A meeting to discuss Traffic, Air Quality, Noise and Socio-economics:</b>	
	<ul style="list-style-type: none"> <li>● Access strategy for PEIR</li> <li>● Baseline data</li> <li>● Maximum design scenario</li> <li>● Access design</li> <li>● Public Rights of Way</li> <li>● Construction Traffic Management Plan</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>● Preliminary PEIR Findings</li> <li>● Abnormal loads</li> <li>● Onshore impact of offshore effects</li> <li>● Scoping</li> <li>● Update survey plan and assessment methodology</li> <li>● Progress updates on action and consultation</li> <li>● High level summary of baseline data collection since scoping and previous ETG</li> <li>● Any comments received and raised</li> <li>● Next steps</li> </ul>	
<b>18/03/2021</b>	<p><b>A meeting to discuss Seascape, Landscape, Historic Environment, and Marine Archaeology:</b></p> <ul style="list-style-type: none"> <li>● Updates on progress</li> <li>● Planned survey updates</li> <li>● Progress from Scoping</li> <li>● LVIA - Issues arising with substations, landfall and cable corridors</li> <li>● Historic environment - summary of current onshore historic environment baseline</li> <li>● Marine archaeology - high level summary of baseline data collection since scoping and previous ETG</li> </ul>	<p>Rampion 2 Additional Comments Natural England</p> <p>Rampion 2 Additional Comments West Sussex County Council</p> <p>Rampion 2 Historic England Receptor List</p>
<b>23/03/2021</b>	<p><b>A meeting to discuss Onshore ecology, Hydrology and Nature Conservation (onshore):</b></p> <ul style="list-style-type: none"> <li>● Update on the Proposed Development</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>● Activities undertaken since last meeting</li> <li>● Winter bird survey update</li> <li>● Optioneering for onshore routes</li> <li>● Establishing maximum design scenario for PEIR</li> <li>● Modified survey approach</li> <li>● Scope of assessments</li> <li>● HRA – Update on screening assessment</li> <li>● Climping beach updates</li> </ul>	
<b>03/11/2021</b>	<p><b>A meeting to discuss: Onshore Ecology, Hydrology &amp; Nature Conservation</b></p> <ul style="list-style-type: none"> <li>● Onshore Update – Proposed Development and activities undertaken to-date</li> <li>● S47 &amp; S42 Consultation</li> <li>● Discussion on onshore ecology surveys, compensation and enhancement</li> <li>● Water environment receptors</li> <li>● Updates on activities since PEIR</li> <li>● Discuss comments received from S42 Consultation</li> </ul>	
<b>04/11/2021</b>	<p><b>A meeting to discuss Transport, Air Quality, Noise and Vibration and Socioeconomics:</b></p> <ul style="list-style-type: none"> <li>● Project update</li> <li>● Updates on viewpoint photomontages and site visits</li> <li>● Roadmap 2021 and Comments from Statutory S42 Consultation</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>• Onshore Update – Proposed Development and activities undertaken to date</li> <li>• Update on progress (site visits and photography) since PEIR</li> <li>• Progress from PEIR</li> <li>• Discussion and Q&amp;A</li> </ul> <p>Transport</p> <ul style="list-style-type: none"> <li>• Traffic Surveys</li> <li>• Traffic Generation</li> <li>• Crew support vessels</li> <li>• A27Arundel Bypass</li> <li>• Outline Travel Plan</li> <li>• Accesses and Visibility</li> <li>• Outline Construction Traffic Management Plan (CTMP)</li> </ul> <p>Noise and vibration</p> <ul style="list-style-type: none"> <li>• Noise modelling and monitoring</li> <li>• Methodology</li> </ul> <p>Socio-economics</p> <ul style="list-style-type: none"> <li>• Discussion of local benefits</li> <li>• Impacts on tourism</li> <li>• Public Rights of Way (PRoW)</li> </ul> <p>Air quality</p> <ul style="list-style-type: none"> <li>• Provisional air quality results</li> <li>• Traffic modelling</li> </ul>	
04/11/2021	<p><b>Seascape, Landscape, Archaeology and Cultural Heritage and Marine Archaeology ETG Meeting</b></p>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>● Updates on the Proposed Development and Roadmap</li> <li>● Update on Onshore Activities</li> <li>● Update on Offshore Activities</li> </ul> <p>Seascape, Landscape, Visual impact Assessment (SLVIA)</p> <ul style="list-style-type: none"> <li>● Update on Viewpoint photomontages and site visits</li> <li>● Discussion on comments received from S42 Consultation.</li> </ul> <p>Marine Archaeology</p> <ul style="list-style-type: none"> <li>● Progress from PEIR</li> <li>● Discussion on comments received from S42 Consultation.</li> </ul> <p>Landscape Visual Impact Assessment (LVIA)</p> <ul style="list-style-type: none"> <li>● Update on progress (site visits and photography) since PEIR</li> <li>● Discussion on comments received from S42 Consultation.</li> </ul> <p>Onshore Archaeology and Cultural Heritage</p> <ul style="list-style-type: none"> <li>● Progress from PEIR</li> <li>● Discussion on comments received from S42 Consultation.</li> </ul>	



## 4.5 Offshore ETG Meetings

### Coastal Processes, Benthic Ecology & Fish Ecology ETG

**Table 4-3 Summary of meetings for Coastal Processes, Benthic Ecology & Fish Ecology**

Stage	Summary of Key Discussion Points	Documents shared / received (located in Appendix D)
<b>17/09/2020</b>	<p><b>Kick off meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>● Introduction to the project</li> <li>● Scoping opinion</li> <li>● Key datasets</li> <li>● Any methodological or data concerns</li> <li>● Key principles and guidance followed concerning Marine Conservation Zone (MCZ) Assessment.</li> </ul>	<p>Rampion 2 Black Bream Data Assessment and Approach</p> <p>Rampion 2 Benthic Subtidal Intertidal Ecology Method Statement</p> <p>Rampion 2 MMO Method Statement Response</p>
<b>13/10/2020</b>	<p><b>An additional meeting with Natural England to seek to agree:</b></p> <ul style="list-style-type: none"> <li>● Scope of the Coastal processes assessment following the publication of the Scoping Opinion and stakeholder responses</li> <li>● Scope of the benthic ecology assessment following publication of the Scoping Opinion and stakeholder comments</li> <li>● Appropriateness and sufficiency of the datasets to inform the baseline characterisation</li> <li>● Proposed methodology and approach for the applications MCZ assessment.</li> </ul>	<p>Rampion 2 Evidence Plan Process Additional Comments Natural England</p>

Stage	Summary of Key Discussion Points	Documents shared / received (located in Appendix D)
21/10/2020	<p><b>Targeted meeting to discuss Fish and Shellfish Ecology with Cefas, NE and the MMO, to seek to agree:</b></p> <ul style="list-style-type: none"> <li>• Scope of the benthic and fish ecology assessments following the publication of the Scoping Opinion and stakeholder responses</li> <li>• Appropriateness and sufficiency of the datasets to inform the baseline characterisation as outlined in the Scoping Report</li> <li>• Methodology and metrics to assess underwater noise on fish species.</li> </ul>	<p>Rampion 2 Fish and Shellfish Method Statement</p> <p>Rampion 2 Underwater Noise Assessment Method Statement</p> <p>Rampion 2 Additional Comments Natural England</p> <p>Rampion 2 Natural England Method Statement Comments</p> <p>Rampion 2 MMO Method Statement Response</p> <p>Rampion 2 MMO Offshore Wind Farm Benthic Surveys Comments</p>
25/02/2021	<p><b>A targeted meeting with Natural England to discuss:</b></p> <ul style="list-style-type: none"> <li>• Presentation of the benthic agenda and project update since last ETG meeting</li> <li>• Intertidal and subtidal survey results presented</li> <li>• Proposal of the application of a predictive habitat map to complete subtidal survey assessment</li> </ul>	
24/03/2021	<p><b>A meeting to discuss:</b></p>	<p>Rampion 2 Additional Comments Natural England</p>

Stage	Summary of Key Discussion Points	Documents shared / received (located in Appendix D)
	<ul style="list-style-type: none"> <li>● High level summary of baseline data collection since the previous ETG</li> <li>● Approach to additional wave modelling undertaken</li> <li>● Any comments received or raised during meeting on the Method Statement</li> <li>● Benthic indicative habitat modelling approach.</li> </ul>	
03/11/2021	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>● Updates on the Proposed Development and S42 Consultation Summary</li> <li>● Benthic Ecology                             <ul style="list-style-type: none"> <li>○ Update on benthic surveys completed to date</li> <li>○ Discussion on comments received from S42 Consultation</li> </ul> </li> <li>● Fish and shellfish ecology - noise mitigation</li> <li>● Updates on offshore activities to date</li> <li>● Update on benthic surveys completed to date</li> <li>● Water Framework Directive (WFD) Assessment</li> </ul>	<p>Rampion 2 Technical Note: Underwater noise mitigation for sensitive features</p> <p>Rampion 2 Technical Note: Cable routing for sensitive features</p>
15/02/2022	<p><b>Offshore Cable Corridor Issues Targeted Meeting:</b></p> <ul style="list-style-type: none"> <li>● Survey progress updates</li> <li>● Alternative indicative habitat modelling approach for PEIR</li> <li>● Anticipated results</li> </ul>	<p>MMO Response to Cable Corridor Expert Topic Group minutes, technical note for sensitive features, Draft ES Appendix 6.1,6.3, 9.3 and information</p>

Stage	Summary of Key Discussion Points	Documents shared / received (located in Appendix D)
	<ul style="list-style-type: none"> <li>• Updates to be carried out for ES</li> <li>• Black seabream 2020 aggregate data update</li> </ul>	on alternative to floatation pits.
<b>24/02/2022</b>	<p><b>A targeted meeting to discuss underwater noise mitigation:</b></p> <ul style="list-style-type: none"> <li>• Overview of sensitive receptors sand potential impacts</li> <li>• Discussion on underwater noise modelling</li> <li>• Discussion of mitigation methods proposed</li> </ul>	<p>Rampion 2 Technical Note: Additional underwater noise modelling</p> <p>Rampion 2 NE Response to technical notes and additional papers</p> <p>Bruintjes et al 2016</p> <p>Rampion 2 MMO Response Underwater Noise ETG Minutes, Underwater Noise Mitigation Technical Note and Additional Noise Monitoring</p> <p>Rampion 2 MMO Response regarding Underwater noise monitoring survey method</p> <p>Rampion 2 NE Response to Underwater Noise Survey Method</p> <p>RWE Response to NE regarding Underwater Noise Survey Method</p>
<b>14/04/2022</b>	<p><b>A targeted meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• The Sussex Kelp Restoration Project (SKRP)</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared / received (located in Appendix D)
	<ul style="list-style-type: none"> <li>• Technology options for cable burial</li> <li>• Habitat prediction model discussion</li> <li>• Seasonal restriction of export cable corridor construction</li> </ul>	
<b>26/05/2022</b>	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Remaining S42 Consultation and stakeholder concerns on habitat mapping and site-specific survey data</li> <li>• Results from wave modelling and sediment deposition updates</li> <li>• Black seabream underwater noise concerns</li> <li>• Agree ES assessment approach</li> </ul>	
<b>12/09/2022</b>	<p><b>An additional meeting for Underwater Noise Black Bream Survey Queries:</b></p> <ul style="list-style-type: none"> <li>• Background underwater noise survey results</li> <li>• Proposal of the 147 decibels (dB) black seabream disturbance threshold</li> <li>• Preliminary literature review undertaken to inform further discussions on impacts of underwater noise on nesting black seabream</li> </ul>	<p>Rampion 2 - MMO's Response to Underwater Noise Steering Group Minutes, Slide Pack and Underwater Noise Study.</p> <p>Rampion 2 Underwater Noise Study for Sea Bream Disturbance</p> <p>Rampion 2 Underwater Noise Monitoring Survey Method Statement</p> <p>Rampion 2 NE Response to Underwater Noise Study for Sea Bream Disturbance</p>

Stage	Summary of Key Discussion Points	Documents shared / received (located in Appendix D)
30/03/2023	<p data-bbox="461 405 927 439"><b>A targeted meeting to discuss:</b></p> <ul data-bbox="576 465 1098 1413" style="list-style-type: none"> <li data-bbox="576 465 1098 719">● Underwater noise and impacts on fish receptors progress to date, mainly <b>Black Seabream Further Information and Response Paper (Appendix D)</b> and a confidential underwater noise data from another RWE project</li> <li data-bbox="576 745 1098 887">● Focus on ensuring there will be no significant effects on fish receptors as a result of offshore piling activities</li> <li data-bbox="576 913 1098 1093">● Additional underwater monitoring in 2023 proposed to be undertaken over the black seabream spawning period (March to July)</li> <li data-bbox="576 1120 1098 1153">● DCO submission discussion</li> <li data-bbox="576 1180 1098 1245">● Discussion of piling mitigation measures</li> <li data-bbox="576 1272 1098 1413">● The Applicant's intention to progress additional black seabream modelling, zonation plan and temporal plan.</li> </ul>	<p data-bbox="1134 405 1422 584">Rampion 2 Piling Noise and Black Bream: Further Information and Response Paper</p> <p data-bbox="1134 611 1422 824">Rampion 2 MMO's Response to Further information and response paper for piling noise and Black Bream.</p> <p data-bbox="1134 851 1422 992">Rampion 2 NE Response to Further information and response paper.</p> <p data-bbox="1134 1019 1422 1346">Please note – due to the minutes for this meeting being sent in the late stages of submission, the minute have not yet been agreed by stakeholder .</p>

## Ornithology, Marine Mammals & HRA ETG

**Table 4-4 Summary of meetings for Ornithology, Marine Mammals and HRA**

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
18/09/2020	<p><b>Kick off meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Scope of assessment</li> <li>• Proposed methodology (models, displacement and barrier effect, Population Viability Analysis, Noise Metrics and Collision Risk Modelling (CRM))</li> <li>• Findings of the screening process</li> <li>• Key datasets for assessments</li> <li>• Any methodological or data concerns.</li> </ul>	<p>Hastie et al., 2015</p> <p>Russel &amp; Hastie, 2017</p> <p>SMRU Technical Note on Dose Response Curve</p> <p>Whyte et al., 2020</p> <p>Rampion 2 Method Statement Ornithology</p> <p>Rampion 2 Nature Conservation Method Statement</p> <p>Rampion 2 Additional Comments Sussex Ornithological Society</p> <p>Rampion 2 Natural England Method Statement Comments</p>
13/10/2020	<p><b>An additional meeting to seek to agree:</b></p> <ul style="list-style-type: none"> <li>• Principles of the proposed methodology for the ornithological, marine mammal and HRA assessments as outlined in the Scoping Report</li> <li>• Proposed metrics for underwater noise modelling</li> <li>• Appropriateness and sufficiency of the datasets to inform the baseline characterisation as outlines in the Scoping Report.</li> </ul>	<p>Rampion 2 Noise Impact Assessment Methodology</p>
26/03/2021	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Updates on survey data collected since the previous ETG</li> </ul>	<p>Rampion 2 Additional Comments Natural England</p>

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>• Comments received or raised during the meeting on the Method Statement</li> <li>• Approach to screening comments and how these are being taken forward to the RIAA to seek approval</li> <li>• Sites being carried forward to the Habitats Regulations Assessment.</li> </ul>	
<b>02/11/2021</b>	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Updates on survey data collected since the previous ETG</li> <li>• Comments received from the Statutory S42 Consultation.</li> </ul>	
<b>12/04/2022</b>	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Remaining S42 responses</li> <li>• Agreement on ES Assessment approach</li> <li>• Remaining S42 responses, particularly in response to: <ul style="list-style-type: none"> <li>• French authorities' response and data clarification</li> <li>• Non-material contribution to kittiwake mortality and proportionality of compensation in relation to Rampion 2</li> </ul> </li> <li>• HRA approach.</li> </ul>	
<b>22/09/2022</b>	<p><b>A targeted meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>• Strategic compensation advice and options (if required) for kittiwakes</li> <li>• Project updates and ornithological assessment</li> </ul>	



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Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"><li>• Current apportioning numbers for kittiwakes' update</li><li>• Discussion on proportionate and strategic compensation options for kittiwakes</li><li>• Discussion on compensation options for gannet, auks and lesser black-backed gull.</li></ul>	

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## Seascape, Landscape & Visual and Marine Archaeology ETG

Table 4-5 Summary of meetings for SLVIA and Marine Archaeology

Stage	Summary of Key Discussion Points	Documents shared and received (located in Appendix D)
28/04/2021	<b>Targeted engagement: SLVIA</b> <ul style="list-style-type: none"> <li>Project envelope/maximum design scenario</li> <li>Viewpoint selection</li> <li>Discussion regarding the suitable format of visual representations</li> </ul>	Rampion 2 West Sussex County Council (WSCC) Comments
02/03/2022	<b>Targeted Engagement: SLVIA</b> <ul style="list-style-type: none"> <li>Updates to the proposed development and Red Line Boundary (RLB)</li> <li>Discussion of the MDS layout comparison between ES and PEIR</li> <li>Discussion of Zone 6 area and buffer study</li> <li>Discussion regarding Viewpoints (VPs) 4, 28, 18,50,22,34 and 8</li> <li>Confirmation of VPs for ES</li> </ul>	Rampion 2 Figure SLVIA Project design envelope Rampion 2 Figure Worst Case Scenario (WCS) Layout Rampion 2 Figure Viewpoint Beachy Head Rampion 2 Figure ES Revised WCS Layout Rampion 2 Figure West Sussex Viewpoints Rampion 2 Figure Viewpoints and WCS Layout
22/03/2022	<b>A targeted Marine Archaeology meeting to discuss:</b> <ul style="list-style-type: none"> <li>Updates on the indicative Red Line Boundary</li> <li>Presentation of aspects scoped into the ES</li> <li>Discussion of stakeholder concerns from S42 consultation (HE &amp; MMO)</li> <li>Update on the embedded environmental measures following comments from S42 recommendations</li> <li>Geoarchaeology update</li> </ul>	Rampion 2 Mitigation Monitoring and Enhancement Register Rampion 2 Historic England response – Draft Outline Marine Written Scheme of Investigation

Stage	Summary of Key Discussion Points	Documents shared and received (located in Appendix D)
	<ul style="list-style-type: none"> <li>Update on Historical Seascape Characterisation (HSC)</li> <li>Roadmap 2022</li> </ul>	
<b>16/06/2022</b>	<p><b>Rampion 2 Evidence Plan Process: Seascape (SLVIA) and Marine Archaeology Expert Topic Group Meeting</b></p> <ul style="list-style-type: none"> <li>Project update</li> <li>Historic England comments on draft Written Scheme of Investigation</li> <li>Agree ES assessment approach.</li> </ul>	
<b>17/06/2022</b>	<p><b>Rampion 2 Evidence Plan Process: Seascape (SLVIA) and Marine Archaeology Expert Topic Group Meeting</b></p> <p><b>A targeted SLVIA meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>Updates on DCO Order Limits</li> <li>Updates on viewpoints and field of view reductions</li> <li>Remaining S42 comments and responses</li> <li>Outline Written Scheme of Investigation comments.</li> </ul>	

## 4.6 Onshore ETG Meetings

### Transport and Socioeconomics ETG

**Table 4-6 Summary of meetings for Transport and Socioeconomics**

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
25/11/2022	<p><b>A meeting to discuss Transport and Socio-economic:</b></p> <ul style="list-style-type: none"> <li>● Progress update</li> <li>● Progress since November 2021</li> <li>● Statutory S42 Consultation discussion</li> <li>● Survey updates and next steps</li> <li>● Mitigation measures and commitments</li> <li>● PEIR SIR discussion</li> <li>● PEIR SIR – Wider socio-economic effects</li> <li>● Targeted consultation Q&amp;A</li> </ul>	
28/11/2022	<p><b>A meeting to discuss Transport and Socio-economics:</b></p> <ul style="list-style-type: none"> <li>● Further ETG meeting for stakeholders not able to attend on 25/11/22</li> <li>● Project update</li> <li>● Progress since November 2021</li> <li>● S42 Consultation discussion</li> <li>● Section 42 consultation discussion – tourism</li> <li>● Survey update and next steps</li> <li>● Mitigation measures and commitments</li> <li>● PEIR SIR discussion</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>● Onshore recreation engagement and surveys</li> <li>● Economic benefits</li> <li>● Onshore recreation</li> <li>● PEIR SIR – wider socio-economic effects</li> <li>● Targeted consultation Q&amp;A</li> </ul>	
<b>21/02/2023</b>	<b>A meeting to discuss Transport and socioeconomics:</b> <ul style="list-style-type: none"> <li>● Project update</li> <li>● Onshore cable route selection</li> <li>● Onshore close out engagement/consultation</li> <li>● Progress since November 2022</li> <li>● Consultation responses/comments</li> <li>● Survey update and data collection</li> <li>● Approach to the Environmental Statement</li> <li>● Statement of Common Ground</li> </ul>	
<b>19/04/23</b>	<b>A meeting to discuss Transport:</b> <ul style="list-style-type: none"> <li>● Traffic and transport classification of accesses</li> <li>● Construction access <ul style="list-style-type: none"> <li>● Slow moving construction vehicles</li> <li>● Diversions of other traffic</li> <li>● Compound site accessibility</li> </ul> </li> <li>● Traffic data</li> <li>● Access designs and surveys</li> <li>● Road Safety Audits (RSAs)</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>Speed Surveys - Walking, Cycling and Horse-Riding Assessment and Reviews (WCHARs) considered</li> <li>DCO Order Limits discussion.</li> </ul>	
<b>20/06/2023</b>	<b>Meeting to discuss Transport and socioeconomics:</b>	
	<ul style="list-style-type: none"> <li>Rampion 2 indicative timeline</li> <li>Review of consultations</li> <li>Onshore cable route selection</li> <li>Update on progress since March 2023</li> <li>EIA considerations – final onshore cable route</li> <li>Survey and data collection update</li> <li>DCO timetable and Statements of Common Ground.</li> </ul>	
<b>13/07/23</b>	<b>Targeted engagement: Transport meeting</b>	<p>18.8 Landscape elements along cable corridor</p> <p>A23.14 Accesses used – onshore construction phase</p> <p>23.1.5 Strategic Access Routes</p> <p>23.18 Study Area 1 HGV Access Strategy</p>
	<ul style="list-style-type: none"> <li>Traffic modelling methodology</li> <li>Access numbering                             <ul style="list-style-type: none"> <li>Visibility splays.</li> </ul> </li> </ul>	
<b>20/07/23</b>	<b>Targeted engagement: Transport meeting</b>	
	<ul style="list-style-type: none"> <li>Data provision</li> <li>Survey</li> <li>Presentation of PRowMMP</li> <li>Presentation of CTMP</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"><li>• Detail of proposals regarding Washington Road Pegasus crossing and other crossings of PRow</li><li>• Detail regarding assessed impacts on the South Downs Way</li><li>• Detail/status of Travel Plans – onshore and offshore workers</li><li>• HGV routing in relation to Cowfold</li><li>• Interaction of Proposed Development with Cowfold AQMA</li><li>• Data requirements to enable DMRB risk assessments on all accesses</li><li>• Detail of engagement with East Sussex County Council</li><li>• AA35</li><li>• Details of provisions for NMUs where Proposed development crosses PRowS</li></ul>	

## Landscape & Visual Impact (LVIA) and Historic Environment ETG

**Table 4-7 Summary of meetings for Landscape and Visual Impact and Historic Environment**

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
10/11/2022	<p><b>A meeting to discuss LVIA and Historic Environment:</b></p> <ul style="list-style-type: none"> <li>● Project update</li> <li>● Progress since November 2021</li> <li>● Statutory S42 Consultation discussion</li> <li>● Survey update and next steps following PEIR SIR</li> <li>● Crossbush archaeological trial trenching</li> <li>● PEIR SIR commitments</li> <li>● Targeted consultation Q&amp;A discussion.</li> <li>● Section 42 consultation discussion</li> <li>● Mitigation measures and commitments</li> <li>● PEIR SIR discussion</li> </ul>	
01/03/23	<p><b>A meeting to discuss LVIA and Historic Environment:</b></p> <ul style="list-style-type: none"> <li>● Project update</li> <li>● PEIR</li> <li>● Consultation feedback for PEIR SIR</li> <li>● ES</li> <li>● Onshore cable route selection</li> <li>● Onshore close-out engagement/ consultation</li> <li>● LVIA viewpoint photography status onshore route LACR-01d updates and proposed onshore viewpoints</li> </ul>	



Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>● Discussion on PEIR SIR methodology, consultation responses and comments</li> <li>● Impacts to archaeology – regarding onshore cable route</li> <li>● Further archaeological investigations</li> <li>● Access routes and potential impacts on scheduled monuments and similar areas of sensitivity</li> <li>● Setting</li> <li>● Targeted stakeholder engagement</li> <li>● Survey updates and data collection</li> <li>● Approach to the Environmental Statement</li> <li>● Statement of Common Ground</li> <li>● Targeted stakeholder engagement.</li> </ul>	
<b>14/06/23</b>	<b>A meeting to discuss LVIA and Historic Environment:</b> <ul style="list-style-type: none"> <li>● Rampion 2 indicative timeline</li> <li>● Review of consultations</li> <li>● Onshore cable route selection</li> <li>● Update on progress since March 2023</li> <li>● EIA considerations – final onshore cable route</li> <li>● Outstanding ETG actions</li> <li>● Approach to Environmental Statement – trenchless crossing mitigation</li> <li>● Approach to Environmental Statement – Residential Visual Amenity Assessment</li> <li>● Survey and data collection update</li> <li>● Statement of Common Ground</li> </ul>	

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<b>Stage</b>	<b>Summary of Key Discussion Points</b>	<b>Documents shared/ received (located in Appendix D)</b>
<b>21/03/2023</b>	<b>Targeted engagement: Landscape and Visual and Historic Environment:</b> <ul style="list-style-type: none"><li>• Project update</li><li>• Onshore Cable Route selection</li><li>• Onshore close-out engagement / consultation</li><li>• LVIA viewpoint photography status onshore route LACR-01d updates</li><li>• Discussion on PEIR SIR consultation responses and comments</li><li>• Survey update and data collection</li><li>• Approach to ES</li><li>• Statement of Common Ground</li></ul>	

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## Terrestrial Ecology & Water Environment ETG

**Table 4-8 Summary of meetings for Terrestrial Ecology & Water Environment**

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
09/11/2020	<p><b>A meeting to discuss Climping Sea Flood Defences, Internal Drainage Board and general flood risk matters:</b></p> <ul style="list-style-type: none"> <li>● Introduction of landfall location at Climping</li> <li>● Overview of Climping sea defences and strategy</li> <li>● Micrositing of landfall location</li> <li>● Discussion of the requirement of a Transition joint Bay (TJB)</li> <li>● Watercourse crossings</li> <li>● Discussion of flood risk assessments</li> </ul>	
21/12/2021	<p><b>Meeting to discuss Warningcamp to New Down Local Wildlife Site</b></p> <ul style="list-style-type: none"> <li>● Description of Preliminary Environmental Information Report (PEIR) onshore cable corridor option including engineering and environmental constraints</li> <li>● Further potential onshore cable corridor options</li> <li>● Overview of the mitigation measures being considered</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
03/03/2022	<p><b>A targeted meeting to discuss Water Framework Directive (WFD) Assessment:</b></p> <ul style="list-style-type: none"> <li>● Project update and next steps for the WFD assessment</li> <li>● Discussion of S42 comments</li> <li>● Presentation of the proposed approach for the WFD assessment</li> </ul> <p>Discussion regarding the fail-worse scenario.</p>	
22/03/2022	<p><b>A meeting to discuss:</b></p> <ul style="list-style-type: none"> <li>● Project update</li> <li>● Update on PEIR approach on the Flood Risk Screening Assessment (FRSA)</li> <li>● Review of PEIR commitments</li> <li>● Update on temporary construction compounds</li> <li>● Discussion of requirements for environmental permits.</li> </ul>	
05/05/2022	<p><b>A meeting to discuss Water Environment</b></p> <ul style="list-style-type: none"> <li>● Project update</li> <li>● Programme changes</li> <li>● Discussion on alternative onshore cable routes: <ul style="list-style-type: none"> <li>○ Section 1: Lyminster to Hammerpot</li> </ul> </li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/received (located in Appendix D)
	<ul style="list-style-type: none"> <li>○ Section 2: Hammerpot to Blackpatch Covert</li> <li>○ Option 1: Patching via Longfurlong</li> <li>○ Option 2: Michelgrove via Michelgrove Park/Blackpatch Hill.</li> <li>○ Section 3: Blackpatch Covert to Sullington Hill</li> <li>● Alternative Routes and PEIR Assessment Boundary.</li> </ul>	
<b>08/11/2022</b>	<p><b>A meeting to discuss Terrestrial Ecology:</b></p> <ul style="list-style-type: none"> <li>● Progress update</li> <li>● S42 Consultation discussion</li> <li>● Survey updates and next steps</li> <li>● Update on mitigation measures and commitments</li> <li>● Biodiversity Net Gain (BNG)</li> <li>● PEIR SIR discussion</li> </ul>	
<b>22/11/2022</b>	<p><b>A meeting to discuss Water Environment:</b></p> <ul style="list-style-type: none"> <li>● Progress updates on water environment (onshore)</li> <li>● S42 Consultation discussion</li> <li>● Progress since November 2021</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>• Survey updates</li> <li>• Hydrological Risk Assessment discussion</li> <li>• Flood Risk Assessment (FRA) discussion</li> <li>• PEIR SIR discussion</li> <li>• Mitigation measure commitments.</li> <li>• Targeted consultation Q&amp;A</li> </ul>	
<b>07/03/2023</b>	<b>A meeting to discuss Terrestrial Ecology and Water Environment:</b> <ul style="list-style-type: none"> <li>• Project update</li> <li>• Onshore cable route selection</li> <li>• Stakeholder feedback onshore cable route selection</li> <li>• Discussion on consultation responses and comments</li> <li>• Progress since November 2022</li> <li>• Survey update and data collection</li> <li>• Approach to ES and BNG</li> <li>• BNG Unit selection criteria</li> <li>• Landfall Food Risk Assessment</li> <li>• Poling and Hammerpot – Flood Risk Assessment</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>● Hydrogeological Risk Assessment</li> <li>● Hydrogeological Risk Assessment – Conceptual Model</li> <li>● Karst Survey</li> <li>● Onshore substation Flood Risk Assessment</li> <li>● Existing Commitments</li> <li>● New Commitments</li> <li>● Statement of Common Ground</li> </ul>	
22/06/2023	<p><b>Meeting to discuss Terrestrial Ecology and Water Environment:</b></p> <ul style="list-style-type: none"> <li>● Rampion 2 indicative timeline</li> <li>● Review of consultations</li> <li>● Onshore cable route selection</li> <li>● Update on progress since March 2023</li> <li>● EIA considerations – final onshore cable route</li> <li>● Trenchless crossings of designated sites</li> <li>● Ancient Woodland and veteran trees</li> <li>● Woodland</li> <li>● Hedgerows/treelines</li> <li>● Vegetation Retention Plan</li> <li>● Dormouse</li> <li>● Water vole</li> </ul>	<p>Appendix 22.2 – Terrestrial Ecology Desk study</p> <p>Appendix 22.3 – Extended Phase 1 Habitat Survey Report</p> <p>Appendix 22.4 – National Vegetation Classification Survey Report 2021-2022</p> <p>Appendix 22.5 – Hedgerow Survey Report</p> <p>Appendix 22.7 - Great Crested Newt survey report</p> <p>Appendix 22.9 – Hazel Dormouse Report 2020-2022</p> <p>Appendix 22.10 – Invertebrate Survey Report</p>

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>• Bats</li> <li>• Wintering and migratory birds</li> <li>• Survey and data collection update</li> <li>• Outstanding ETG actions – Biodiversity Net Gain Provision criteria</li> <li>• EIA considerations – final route – Source Protection Zones</li> <li>• EIA considerations – final route – River Arun floodplain</li> <li>• EIA considerations – final route – onshore substation and Bolney substation extension works</li> <li>• DCO timetable and Statements of Common Ground.</li> </ul>	<p>Appendix 22.12 – Reptile Survey</p> <p>Appendix 22.14 – Onshore Winter Bird Report 2020-2022</p>
<b>07/07/23</b>	<p><b>Targeted engagement: Arboriculture discussion meeting:</b></p> <ul style="list-style-type: none"> <li>• Method and Approach – Veteran Trees</li> <li>• Method and Approach – Ancient Woodland under 2 hectares and</li> <li>• Oakendene and Bolney substations.</li> </ul>	<p>Rampion 2 - Arboricultural Survey Method (extract for consultee discussion)</p> <p>Rampion 2 - Arboricultural Constraints Plan</p> <p>Rampion 2 Offshore Wind Farm - Arboricultural Survey Data - July 23</p>



## Noise and Vibration, Air Quality, Soils and Agriculture and Ground Conditions ETG

**Table 4-9 Summary of meetings for Noise and Vibration, Air Quality. Soils and Agriculture and Ground Conditions**

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
17/11/2022	<p><b>A meeting to discuss Noise and Vibration and Air Quality</b></p> <ul style="list-style-type: none"> <li>• Progress update</li> <li>• Progress since November 2021</li> <li>• Survey updates and next steps</li> <li>• Statutory S42 Consultation discussion</li> <li>• Environmental mitigation measures and commitments</li> <li>• PEIR SIR discussion</li> </ul>	
21/11/2022	<p><b>A meeting to discuss Soils and Agriculture and Ground Conditions:</b></p> <ul style="list-style-type: none"> <li>• Project updates for soils, agriculture and ground conditions</li> <li>• S42 Consultation discussion</li> <li>• Update on mitigation measures and Commitments</li> <li>• PEIR SIR Discussion.</li> </ul>	
02/03/2023	<p><b>A meeting to discuss Noise and vibration, Air Quality, Soils and Agriculture and Ground Conditions:</b></p> <ul style="list-style-type: none"> <li>• Progress update</li> <li>• Onshore cable route selection</li> <li>• Onshore close-out engagement/consultation</li> <li>• Progress since November 2022</li> <li>• Update on PEIR, FSIR and SIR</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>• PEIR SIR Consultation responses/comments</li> <li>• PEIR SIR reporting discussion</li> <li>• New commitments: draft commitment C-245 relating to groundwater hazardous substances</li> <li>• Survey update and data collection</li> <li>• Approach to Environmental Statement</li> <li>• Approach to SoCGs.</li> </ul>	
<b>16/06/23</b>	<p><b>A meeting to discuss Air Quality, Noise and Vibration, Soils and Agriculture, Ground Conditions:</b></p> <ul style="list-style-type: none"> <li>• Rampion 2 indicative timeline</li> <li>• Review of consultations</li> <li>• Onshore cable route selection</li> <li>• Update on progress since March 2023</li> <li>• EIA considerations – final onshore cable route</li> <li>• Survey and data collection update</li> <li>• Outstanding ETG actions</li> <li>• Bolney substation extension works – targeted consultation feedback</li> <li>• Approach to ES – Minerals safeguarding</li> <li>• DCO timetable and Statements of Common Ground.</li> </ul>	
<b>20/06/23</b>	<p><b>Targeted engagement: Ground Conditions and Minerals safeguarding:</b></p> <ul style="list-style-type: none"> <li>• Approach to Minerals Safeguarding</li> <li>• Baseline data</li> </ul>	

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
	<ul style="list-style-type: none"> <li>• Assessment methodology</li> <li>• Summary of PEIR findings and S42 comments</li> <li>• Discussion</li> </ul>	
29/06/2023	<p><b>Targeted engagement: Air Quality Emissions meeting</b></p> <ul style="list-style-type: none"> <li>• Final onshore cable route</li> <li>• Sussex Air Quality and Emissions Mitigation Guidance</li> <li>• How Rampion 2 meets the Sussex Air Quality Emissions Guidance criteria</li> <li>• How Rampion does not meet the Sussex Air Quality and Emissions Guidance criteria</li> <li>• Summary of Approach</li> </ul>	MEMO_Air Emissions Mitigation Strategy_060723

## 4.7 Other Targeted Meetings

**Table 4-10 A summary of other targeted meetings held during the EPP**

Stage	Summary of Key Discussion Points	Documents shared/ received (located in Appendix D)
11/05/2022	<p><b>A targeted Civil and Military Aviation meeting with Shoreham Airport to discuss:</b></p> <ul style="list-style-type: none"> <li>● Results of preliminary Instrument Flight Procedure (IFP) analysis</li> <li>● The proposal of an increase of the top aircraft altitude from 2,000 ft to 2,200 ft to support a turbine tip height of up to 370.5 m.</li> </ul>	
16/09/2022	<p><b>A post S42 consultation aggregates meeting with Tarmac, Hanson Aggregates and Cemex to discuss:</b></p> <ul style="list-style-type: none"> <li>● Project updates</li> <li>● Final DCO Order Limits, reduced primarily for SLVIA, shipping and navigation</li> <li>● Rampion 1 previous buffer agreements and Memorandum of Understanding</li> <li>● Discussion on S42 comments associated with Marine Archaeology</li> <li>● Indicative maximum design scenarios with one nautical mile buffer</li> <li>● Future survey and licence prospects.</li> </ul>	
25/05/23	<p><b>Targeted Aggregates Meeting with Cemex, Hanson Aggregates and Tarmac</b></p> <ul style="list-style-type: none"> <li>● Welcome and Introductions</li> <li>● Project Update</li> <li>● Red Line Boundary Update</li> <li>● Statements of Common Ground</li> </ul>	

## 5. Conclusion

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- 5.1.1 The EPP was developed as a mechanism for consultation and agreement between the Applicant and key technical stakeholders on the information and evidence required for the Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA) processes, prior to the submission of the ES for examination. Stakeholders were consulted throughout the EPP from September 2020 to June 2023. Additional meetings were held throughout this period when further discussions were required or to allow an opportunity for conversations with stakeholders who were unable to attend previous meetings.
- 5.1.2 The EPP has allowed the Applicant to consult with technical stakeholders on a regular and formalised basis. It has also allowed the Applicant to explain how the project has responded to feedback as part of its iterative design process, with the aim of minimising areas of disagreement prior to the formal Examination period. The documents submitted at Application detail the specific characteristics of the development or type of development and the environmental features likely to be significantly affected (Regulation 14(2)(f) of the EIA Regulations 2017 National Infrastructure Planning 2012b) having been informed by the EPP. The application documents comply with the requirements of the EIA regulations, by describing the Proposed Development and the likely significant effects it may have on the environment, whilst also accounting for the feedback given during the EPP, including mitigation, where relevant.

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## 6. Glossary of terms and abbreviations

**Table 6-1 Glossary of terms**

<b>Term (acronym)</b>	<b>Definition</b>
<b>AA</b>	Appropriate Assessment
<b>BEIS</b>	Department for Business, Energy and Industrial Strategy
<b>BNG</b>	Biodiversity Net Gain
<b>CEA</b>	Cumulative Effects Assessment
<b>Cefas</b>	Centre for Environment, Fisheries and Aquaculture Science
<b>CRM</b>	Collision Risk Modelling
<b>dB</b>	Decibels
<b>DCO</b>	Development Consent Order
<b>Defra</b>	Department for Environment, Food and Rural Affairs
<b>ECC</b>	Export Cable Corridor
<b>EIA</b>	Environmental Impact Assessment
<b>EPP</b>	Evidence Plan Process
<b>ES</b>	Environmental Statement
<b>ESCC</b>	East Sussex County Council
<b>ETG</b>	Expert Topic Group
<b>ExA</b>	Examining Authority
<b>FRA</b>	Flood Risk Assessment
<b>FRSA</b>	Flood Risk Screening Assessment
<b>FSIR</b>	Further Information Report
<b>HDD</b>	Horizontal Directional Drilling
<b>HE</b>	Historic England

<b>Term (acronym)</b>	<b>Definition</b>
<b>HRA</b>	Habitats Regulations Assessment
<b>HVAC</b>	High Voltage Alternating Current
<b>IFCA</b>	Inshore Fisheries and Conservation Authorities
<b>IFP</b>	Instrument Flight Procedure
<b>LVIA</b>	Landscape & Visual Impact Assessment
<b>MCZ</b>	Marine Conservation Zone
<b>MEIU</b>	Major Infrastructure Environmental Unit
<b>MHWS</b>	Mean High Water Springs
<b>MMO</b>	Marine Management Organisation
<b>NE</b>	Natural England
<b>NSIP</b>	National Significant Infrastructure Projects
<b>OWF</b>	Offshore Wind Farm
<b>PEIR</b>	Preliminary Environmental Information Report
<b>PEIR SIR</b>	PEIR Supplementary Information Report
<b>PINS</b>	Planning Inspectorate
<b>RED</b>	Rampion Extension Development
<b>RIAA</b>	Report to Inform Appropriate Assessment
<b>RSA</b>	Road Safety Audits
<b>RSPB</b>	The Royal Society for the Protection of Birds
<b>RVAA</b>	Residential Visual Amenity Assessment
<b>S42</b>	Section 42
<b>SDNPA</b>	South Downs National Park Authority
<b>SLVIA</b>	Seascape, Landscape and Visual Impact Assessment
<b>SNCBs</b>	Statutory Nature Conservation Bodies
<b>SoCGs</b>	Statement of Common Grounds



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<b>Term (acronym)</b>	<b>Definition</b>
<b>SoS</b>	Secretary of State
<b>DESNZ</b>	Department for Energy Security and Net Zero
<b>TCE</b>	The Crown Estate
<b>TJB</b>	Transition Joint Bay
<b>ToR</b>	Terms of Reference
<b>WCHARs</b>	Walking, Cycling and Horse-Riding Assessment and Reviews
<b>WFD</b>	Water Framework Directive
<b>WSCC</b>	West Sussex County Council
<b>WTG</b>	Wind Turbine Generator
<b>ZTV</b>	Zone of Theoretical Visibility

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## 7. References

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National Infrastructure Planning, (2012a). *Advice Note Eleven, Annex H – Evidence Plans for Habitats Regulations Assessments of Nationally Significant Infrastructure Projects. National Infrastructure Planning*. [online] Available at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/an-eleven-annex-h/> [Accessed: November 2022].

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# Appendix A

## Terms of Reference

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## Rampion 2 Offshore Wind Farm

Evidence Plan Process:  
Terms of reference



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RWE

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## Document revisions

No.	Details	Date
V0.1	GoBe PD Review	03.07.2020
V0.2	PM Review	09.07.2020
V0.3	1 <sup>st</sup> Draft for RWE to review	13.07.2020
V0.4	RWE review and comments	21.07.2020
V1.0	Circulated for stakeholder review	05.08.2020
V1.1	Updated in line with stakeholders' requests	09.10.2020
V1.2	GoBe PD Review	13.10.2020
V1.3	Overall PM review	14.10.2020
V2.0	Circulated to stakeholder for agreement	15.10.2020
V2.1	Update in line with stakeholder requests	09.12.2020
V2.2	GoBe PM review	14.12.2020
V2.3	Overall PM review	14.12.2020

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# 1. Introduction

## 1.1 Aims and purpose of this document

- 1.1.1 This Evidence Plan (hereafter the "Plan") will be developed by Rampion Extension Development Ltd (RED), a joint venture between RWE Renewables, Enbridge and a Macquarie-led consortium (hereafter the "Applicant") as a formal tool for agreeing the information that the Applicant will need to supply to the Planning Inspectorate (PINS) (hereafter referred to as PINS) to inform the Development Consent Order (DCO) Application for the Rampion 2 Offshore Wind Farm (hereafter referred to as 'Rampion 2').
- 1.1.2 Evidence Planning is a widely adopted voluntary process, which does not replace or duplicate existing Environmental Impact Assessment (EIA) or Habitat Regulations Assessment (HRA) requirements but complements them in the DCO process.
- 1.1.3 The primary aim is to ensure compliance with the Conservation of Habitats and Species Regulations 2010 (the "Habitats Regulations") and that sufficient information is provided in accordance with PINS Advice Note ten regarding Habitat Regulations Assessment for Nationally Significant Infrastructure Projects (NSIPs)<sup>1</sup>. Whilst the Evidence Plan process was initially developed as a mechanism for the developer and key stakeholders to agree HRA matters, in practice it is often expanded to include broader EIA issues as well as HRA issues across both offshore and onshore topics. Accordingly, the proposed scope of this Plan has been expanded to include topics beyond the HRA. The topics covered are illustrated in **Figure 1-1**.
- 1.1.4 The aim of this Plan is to seek consensus between all parties (organisations engaging in the Plan) on the amount and range of evidence required to be collected and address and agree issues early in the application process and as the DCO application evolves, allowing early identification of additional data requirements and seek to reduce concerns and/or issues to be taken into the Examination. The Plan also seeks to make discussions structured and efficient, allowing key environmental and consenting concerns and/or issues to be identified between multiple interested parties.
- 1.1.5 The development of this Plan and involvement of all parties should follow the following general rules:
- advice relating to specific topics should be compliant with planning requirements and regulation, and follow current guidance;
  - evidence should be proportionate to Rampion 2's potential impacts; evidence levels, assessment methodologies and interpretation criteria should be appropriate, and evidence requested should be justified and consistent with the matters being considered;
  - evidence requirements should only change if new areas of concern are identified following initial assessment; if new relevant evidence or research comes to light that would affect what information is required; there is a material change to Rampion 2 or new proposed nature conservation designations come to light prior to the agreed "cut-off" date;
  - all parties should engage pro-actively and constructively aiming to resolve issues in the pre-application phase and adhere to agreed timelines specified in this Plan;
  - this Plan does not replace or duplicate existing requirements and will be developed to fit with the DCO application process as it evolves for Rampion 2;

<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/06/Advice-note-10v4.pdf>

- the Evidence Plan process is a voluntary informal process; and
- this Plan will form a non-legally binding agreement between the Applicant and the interested parties. This Plan will form the basis for many of the documents produced during the application process which will be consulted on formally as part of the DCO Application. Meeting minutes and agreement log will inform the Evidence Plan Report be submitted with the DCO Application; which will provide a true reflection of the discussions held prior to the Application.

- 1.1.6 This document is intended to be a working document, provided initially as the Terms of Reference for the process the Applicant wishes to follow with all interested parties. Once the Terms of Reference have been agreed, any subsequent amendments will be made as an addendum to ensure that a clear and transparent audit trail is maintained. All updates are to be agreed by the Steering Group, which is proposed to be formed of statutory consultees and the Applicant to monitor and oversee the Plan (see **Section 1.3**), before being implemented.
- 1.1.7 It is not proposed that the site selection process, including the methodology and assessment of options, will be discussed under the Evidence Plan. Therefore, no specific panel has been devoted to this topic. However, RED will consult with all relevant parties on site selection via alternative forms of consultation prior to the publication of the Preliminary Environmental Information report (PEIR). This informal consultation will include the evolution of the project design and the progression of the site selection process.

## 1.2 The Evidence Plan process

- 1.2.1 The Evidence Plan Process traditionally captures only HRA issues, but it is acknowledged that there is some degree of overlap between EIA and HRA and that some of the potential issues encountered will be relevant to both. Therefore, the principles are proposed to be applied to wider EIA topics included within this Plan.
- 1.2.2 The process will be overseen by a Steering Group with Expert Topic Groups (ETGs) established (proposed structure set out in **Figure 1-1**) to discuss and agree the evidence and assessment requirements for each EIA and HRA topic area identified. Initially it is proposed that there are three workstreams as set out below, within which there will be several ETGs which will be grouped as further detailed in **Section 2.2** and:
- **Workstream 1** – covering all offshore and intertidal topics of interest to be assessed within the EIA and HRA up to and including Mean High Water Springs (MHWS);
  - **Workstream 2** – covering all topics of interest to onshore stakeholders landward of MHWS; and
  - **Workstream 3** – Nature Conservation which seeks to cover all aspects of the HRA assessment both above and below MHWS.
- 1.2.3 During the process the structure of the ETGs maybe altered, for example groups may benefit from being separated into smaller groups to facilitate more detailed discussion on a specific issue which may not be relevant to all ETG members. The proposed structure and any future changes will remain under review and be agreed with stakeholders.

## 1.3 The Steering Group

### The role of the Steering Group

- 1.3.1 The Steering Group will monitor and oversee the Evidence Plan process ensuring progress. Any technical issues raised by the Steering Group will be documented and discussed at the ETG meetings. In addition, the Steering Group will be required to:

- oversee the resolution of issues<sup>2</sup> that may arise during the development of this Plan and through the ETG discussions (**Section 2.2**); and
- ensure that discussions taking place within the individual ETGs are consistent with the agreed approach for the EIA and HRA.

1.3.2 Decisions made by the Steering Group will be circulated to all participants in the Evidence Plan process via the meeting minutes or email correspondence (if more appropriate).

### The Steering Group members

1.3.3 The following organisations will be invited to form the Steering Group. The Applicant has requested for the Planning Inspectorate to Chair the Steering Group. The Planning Inspectorate declines to undertake this additional responsibility. Therefore, it is proposed that the Applicant (or their EIA consultants) will chair these meetings (see **Section 2.3**).

- **The Planning Inspectorate (PINS)** – an independent and impartial body.
- **The Applicant** (including the Senior Consent Manager and relevant technical specialists supporting the DCO Application), together with input from their consultants will draft the Plan and any technical documents required as part of the process;
- **The Marine Management Organisation's (MMO) representative** (such as the Case Manager) - will provide feedback to the drafting and agreement of this Plan and support the aims of the Steering Group (as described in **Section 1.1**) in relation to all offshore aspects of the Plan. Communications will be shared by the attendee of the Steering Group meeting with those MMO colleagues that attend separate ETGs. Their Role is outlined further in **Section 2.3**;
- **Natural England's representative** (the Senior Responsible Officer and Case Officer (where possible)) - will provide feedback to the drafting and agreement of this Plan and support the aims of the Steering Group (as described in **Section 1.1**) in relation to all aspects of the Plan. Communications will be shared by the attendee of the Steering Group meeting with those Natural England colleagues that attend separate ETGs;
- **Historic England's representative** (such as Case Manager but may delegate to other relevant Officers as appropriate) - will attend Steering Group meetings to represent both onshore and offshore aspects of the proposed development for topics as relevant to management of the historic environment relating to the DCO Application. Communications will be shared by the attendee of the Steering Group meeting with those Historic England colleagues that attend separate ETGs. They will provide feedback to the drafting and agreement of this Plan and support the aims of the Steering Group (as described in **Section 1.1**) in relation to Archaeological and historical aspects of the Plan; and
- **The Local Planning Authorities** (East Sussex County Council, West Sussex County Council and South Downs National Park Authority (SDNPA)) will be invited to provide a case officer to attend the Steering Group meetings. Communications will be shared by the attendee of the Steering Group meeting with those colleagues that attend separate ETGs.

1.3.4 It is anticipated that up to two individuals from each organisation will attend the Steering Group meetings.

1.3.5 Pursuant to an authorisation made on the 9th December 2013 by the JNCC under paragraph 17(c) of Schedule 4 to the Natural Environment and Rural Communities Act 2006, Natural England is authorised to exercise the JNCC's functions as a statutory consultee in respect of applications for

<sup>2</sup> It is acknowledged that the Steering Group require the clear and systematic documentation of agreements and disagreements in order to aid resolution of issues.

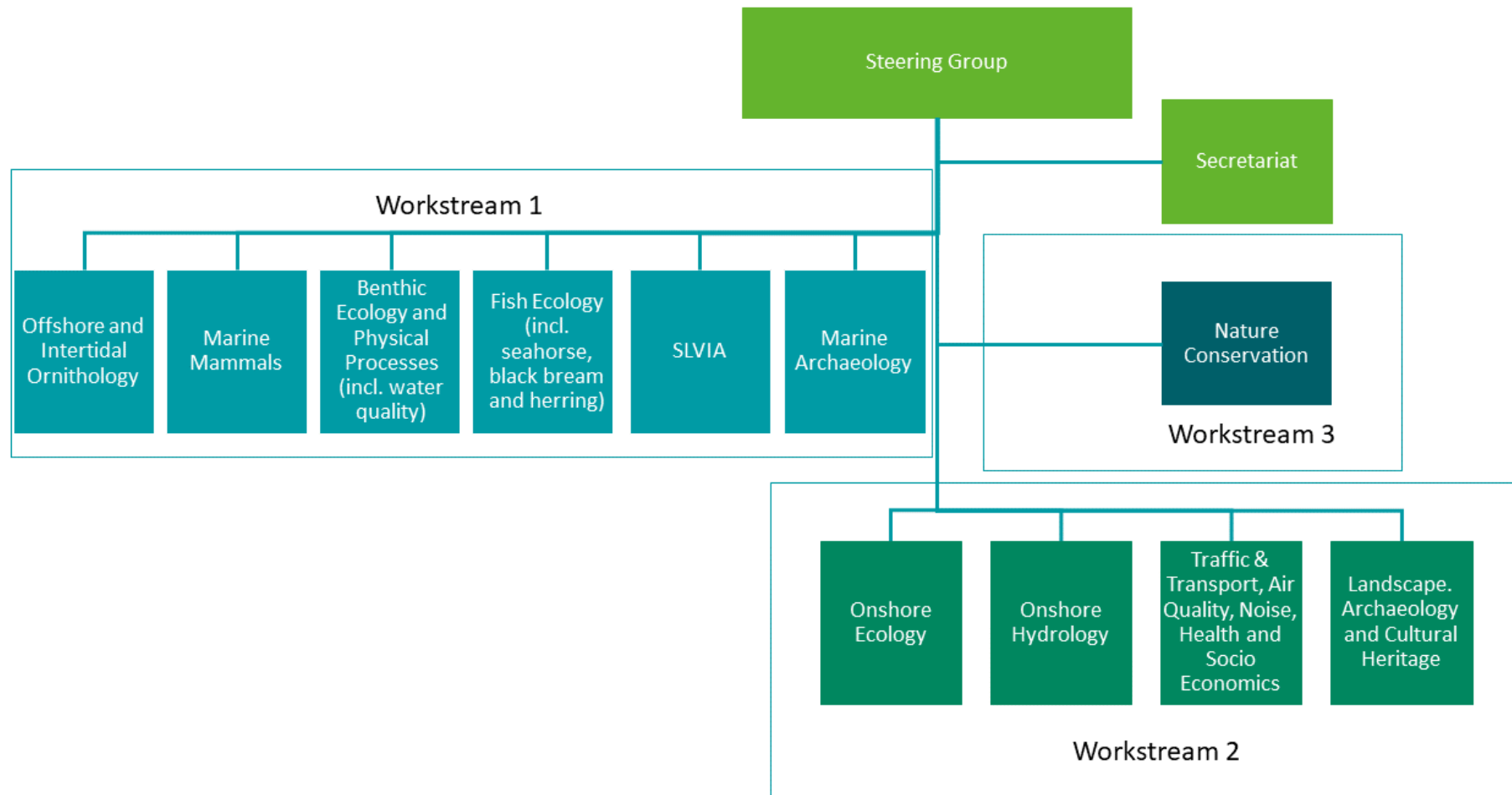
offshore renewable energy installations in offshore waters (0 - 200 nm) adjacent to England. Rampion 2 is included in that authorisation and therefore Natural England will be providing statutory advice in respect of that delegated authority.

- 1.3.6 JNCC retains responsibility for the (joint) management of offshore designated sites, and therefore (where applicable) Natural England will consult directly with JNCC to provide the Statutory Nature Conservation Bodies (SNCBs) advice to the Applicant/Examiners.

### Meeting frequency

- 1.3.7 The Steering Group will meet initially to agree this Plan and the process that will be followed going forward. It is anticipated that the initial meetings will be held via videoconference (such as Skype for Business or Microsoft Teams) in response to safe working practices during Covid-19. Arrangements for meetings will align with safe working practices based on the UK government advice at the time. Meeting frequency will be agreed by the Steering Group at the initial meeting. It is anticipated that a Steering Group meeting will be held at each of the pre-application key milestones with up to five meetings prior to the DCO Application.
- 1.3.8 The Applicant will provide each panel member a project "road map" which has been developed to outline logistics of meetings, specifically scheduling around key project milestones, possible locations and durations. The aim of the "road map" is to help interested parties plan and manage resources accordingly. This "road map" may be updated from time to time as the pre-application programme develops.

Figure 1-1 The Evidence Plan structure





## 2. Scope of the process

### 2.1 Introduction

- 2.1.1 The following EIA topics are not included within the scope of the Plan due to the already established nature of assessments and consultation:
- aviation and Ministry of Defence interests;
  - shipping and navigation; and
  - commercial fisheries.
- 2.1.2 If appropriate, the relevant key outcomes of these assessments (and consultation out with this Plan) can be shared with the ETG.
- 2.1.3 The scope of topics to be included within the Plan will be confirmed following the receipt of the Scoping Opinion. Any further topics proposed to be scoped out of the Plan will be subject to discussion with the Steering Group at the appropriate meeting and agreement sought from all attendees. This will be documented as a *corrigendum* to the agreed Terms of Reference.
- 2.1.4 The process will be fully documented; meeting minutes will be taken for each meeting and decisions clearly stated. The meeting minutes will aim to capture key areas of agreement and disagreement between the parties<sup>3</sup> and seek to provide a faithful record of the meeting.
- 2.1.5 These will form relevant appendices to the Plan report (to be submitted with the DCO Application). Should the person (or persons) attending the meeting not have authority to make such agreements on behalf of their organisation, then they should endeavour to get the minutes of the meeting ratified by the relevant person from their organisation within four weeks of receipt.
- 2.1.6 A consultation log will be produced for each ETG to identify key areas of agreement or disagreement between the parties. The aim of these logs is to provide an aid to focus effort on those areas where there is uncertainty (in particular on the evidence and methodology). Meeting minutes will be used as a basis to produce these consultation logs. A copy of the updated consultation log, for the relevant ETG panel(s) will be circulated after each meeting for confirmation that it reflects the discussions held. The consultation log throughout the Evidence Plan process is available to any participants on request.

### 2.2 Expert Topic Groups (ETGs)

#### Introduction

- 2.2.1 In order to agree and discuss the EIA and HRA evidence requirements included within this Plan, ETGs will be established for each topic area with experts from relevant organisations. These have been grouped as outlined below and meetings will take place on consecutive days where achievable.

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<sup>3</sup> It is acknowledged that some parties may only provide formal agreements in the form of a formal letter or email as opposed to verbally in a meeting. Where this is the case, the party should state this during the meeting and take an action accordingly. These documents will then be referenced within the consultation log and may be submitted as appendices to the Evidence Plan Report. Alternatively, written confirmation of the accuracy of the consultation log, circulated after the meeting, may be provided to the ETG chair for inclusion in the Plan, in the place of a specific letter or briefing note if preferable.

## Scope of the ETGs

- 2.2.2 The ETGs will be formed of experts from relevant organisations relative to the topics considered. They will have the following responsibilities:
- agree methods for data collection (if not already agreed);
  - discuss and agree the appropriateness, robustness and sufficiency of data for the assessments to be undertaken;
  - agree realistic maximum design scenario (applying a Rochdale Envelope) for assessment (where appropriate);
  - discuss and agree the scope of the EIA/ HRA assessments through reference to the Scoping Opinion;
  - discuss and agree the assessment and analysis methods for both EIA and the HRA, including agreement on appropriate thresholds, and agreeing terms for interpretation of impact and levels of significance;
  - following assessment discuss and agree any requirements for additional data (where appropriate), this will be documented in this Plan; and
  - if significant issues are present following assessment, discuss and agree the environmental measures or management requirements to reduce adverse effects.
- 2.2.3 It is recognised that this process can be iterative as the process develops, each ETG should follow the above process and seek to agree as much as is reasonably practicable in the pre-application phase. Anything that cannot be agreed during pre-application will be documented in the consultation log (and within the Plan report).
- 2.2.4 Meetings will be undertaken as workshops to make the most efficient use of time. The proposed frequency of meetings is outlined within the "road maps" for each of the ETGs and will not be more frequent than required. Where possible, it is requested that specific concerns are raised by parties in advance of the meeting to ensure adequate time is available to discuss these and supporting materials may be provided in advance of the meeting to support these discussions. It is proposed that meetings for Workstream 3 (Nature Conservation) will take place on the same day following other relevant technical workshops for the most efficient use of time.
- 2.2.5 The facility to video conference will also be provided for those not able to travel to meetings, however face to face meetings are encouraged where appropriate. However, it is anticipated that the initial meetings will be held via video conference (such as Skype for Business or Microsoft Teams) in response to safe working practices during Covid-19. Arrangements for meetings will align with safe working practices based on the UK government advice at the time.

## Workstream 1 (offshore and intertidal)

- 2.2.6 Workstream 1 will cover all topics related to offshore aspects (seaward of MHWS), including marine processes, marine ecology, SLVIA and marine archaeology, which are relevant to the EIA. These topics have the potential to affect features relevant to or designated under the following legislation and policy:
- Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the "Habitats Directive") as implemented by the Conservation of Habitats and Species Regulations 2010 (the "Habitats Regulations");
  - Council Directive 2009/147/EC on the Conservation of Wild Birds (the "Birds Directive");

- Offshore Marine Conservation (Natural Habitats & c.) Regulations 2007 (as amended);
- Marine and Coastal Access Act 2009;
- Protection of Wrecks Act 1973;
- Ancient Monuments and Archaeological Areas Act 1979;
- Protection of Military Remains Act 1986;
- Wildlife and Countryside Act 1981;
- National Policy Statements (EN-1 and EN-3);
- Local Authority's local plans and strategies;
- National Planning Policy Framework;
- Water Framework Directive (2000/60/E);
- Ancient Monuments and Archaeological Areas Act 1979 (as amended by the National Heritage Acts 1983 and 2002);
- Planning (Listed Buildings and Conservation Areas) Act 1990;
- The Protection of Military Remains Act 1986; The Infrastructure and Planning (Environmental Impact Assessment) Regulations 2017.

2.2.7 Following receipt of the Scoping Opinion, the scope of Workstream 1 will be reviewed, and where appropriate some topics may be scoped out or removed from future revisions of this Plan with agreement from participants and the Steering Group.

2.2.8 In consideration of the above, potential effects on the following (and any additional receptors/ effects agreed through discussion in meetings) will be considered by the ETGs:

- The South Marine Plans (inshore and offshore);
- Shoreline Management Plans;
- Marine Conservation Zones;
- Sites of Special Scientific Importance (SSSIs)
- Ramsar sites;
- Protected Species as listed in Annex II of the Habitats Directive;
- Protected wrecks and archaeological features;
- Areas of Outstanding Natural Beauty;
- Conservation areas and historical listings (where appropriate);
- Water bodies and features protected under the WFD;
- Protected Species and Habitats listed under UK BAP, OSPAR and NERC Act; and
- Indirect effects to designated features.

2.2.9 It is considered likely that assessment of transboundary impacts will be scoped out of this Plan (see **Section 3.4**).

2.2.10

The Applicant intends to use the Evidence Plan process to agree the scope and assessment for both EIA and HRA purposes as it is acknowledged that there is much overlap in the evidence requirements for the two assessments and the key principles to be agreed are applicable to both EIA and HRA (e.g., cumulative impact assessment principles). Evidence will be collected to support EIA and HRA assessments in the following topic areas and the key stakeholders invited to form the ETGs are listed below, with the roles and responsibilities of participants outlined in **Section 2.3**:

- Offshore and intertidal ornithology:
  - ▶ Natural England;
  - ▶ RSPB;
  - ▶ Sussex Ornithological Society; and
  - ▶ MMO.
- Marine Mammals:
  - ▶ Natural England;
  - ▶ MMO;
  - ▶ Centre for Environment, Fisheries and Aquaculture Science (Cefas);
  - ▶ The Wildlife Trusts;
  - ▶ Sussex Wildlife Trust; and
  - ▶ Whale and Dolphin Conservation (WDC) (correspondence member only).
- Benthic Ecology and Physical Processes (incl. water quality):
  - ▶ Natural England;
  - ▶ MMO;
  - ▶ Cefas;
  - ▶ Environment Agency;
  - ▶ The Wildlife Trusts;
  - ▶ Sussex Wildlife Trust; and
  - ▶ East Sussex County Council.
- Fish Ecology:
  - ▶ Natural England;
  - ▶ MMO;
  - ▶ Cefas;
  - ▶ Environment Agency;
  - ▶ The Wildlife Trusts
  - ▶ Sussex Wildlife Trust;
  - ▶ Sussex Inshore Fisheries and Conservation Authorities (IFCA); and
  - ▶ The Seahorse Trust (correspondence member only).

- Seascape:
  - ▶ Adur and Worthing District Council;
  - ▶ Arun District Council;
  - ▶ Brighton and Hove City Council;
  - ▶ Chichester District Council;
  - ▶ Chichester Harbour Conservancy (AONB);
  - ▶ East Sussex County Council;
  - ▶ Hampshire County Council;
  - ▶ Historic England;
  - ▶ Horsham District Council;
  - ▶ Isle of Wight Council;
  - ▶ Isle of Wight AONB Partnership;
  - ▶ Lewes District and Eastbourne Borough Council;
  - ▶ MMO;
  - ▶ Mid-Sussex District Council;
  - ▶ National Trust;
  - ▶ Natural England;
  - ▶ SDNPA;
  - ▶ Wealden District Council; and
  - ▶ West Sussex County Council.
- Marine Archaeology:
  - ▶ Historic England;
  - ▶ MMO;
  - ▶ National Trust;
  - ▶ East Sussex County Council; and
  - ▶ West Sussex County Council.

## Workstream 2 (onshore)

2.2.11 Workstream 2 will cover all onshore topics (above MHWS) to be covered in the EIA. The proposed topics to be covered are those which have the potential to effect features (and any additional receptors/ effects agreed through discussion in meetings) relevant to or designated under the following legislation, policy and guidance:

- Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the "Habitats Directive") as implemented by the Conservation of Habitats and Species Regulations 2010 (the "Habitats Regulations");

- Council Directive 2009/147/EC on the Conservation of Wild Birds (the "Birds Directive");
- Wildlife and Countryside Act 1981;
- Protection of Badgers Act 1992;
- Countryside and Rights of Way Act 2000;
- National Parks and Access to the Countryside Act 1949;
- Natural Environment and the Rural Communities Act 2006;
- The Landscape Institute with the Institute of Environmental Management and Assessment (2013). Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3). Routledge;
- An Approach to Landscape Character Assessment (2014). Natural England;
- Landscape and Seascape Character Assessments published by Natural England and the Department for Environment, Food and Rural Affairs (2014);
- Landscape Institute (2017). Visual Representation of Development Proposals;
- Local Authority's local plans and strategies;
- Water Framework Directive (2000/60/E);
- Groundwater Directive (80/68/EEC);
- Directive on the Protection of Groundwater Against Pollution and Deterioration (2006/118/EC);
- The National Planning Policy Framework (NPPF) (March 2012);
- National Policy Statements (EN-1 and EN-3);
- The Hedgerow Regulations 1997;
- Department for Transport (DfT) Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development;
- The Design Manual for Roads and Bridges (DMRB);
- The Strategic Road Network, Planning for the Future: A guide to working with Highways England on planning matters (September 2015);
- Ancient Monuments and Archaeological Areas Act 1979 (as amended by the National Heritage Acts 1983 and 2002);
- Planning (Listed Buildings and Conservation Areas) Act 1990;
- The Protection of Military Remains Act 1986;
- English national parks and the broads: UK government vision and circular 2010; and
- The Infrastructure and Planning (Environmental Impact Assessment) Regulations 2017.

2.2.12

In consideration of the above, potential effects (both direct and indirect) on the following (and any additionally identified receptors/ effects agreed through discussion in meetings) will be considered by the ETGs:

- SSSIs;
- Ramsar sites;

- Protected Species as listed in Annex II of the Habitats Directive;
- Archaeological features<sup>4</sup>;
- Areas of Outstanding Natural Beauty;
- Heritage assets<sup>5</sup>;
- Shoreline Management Plans;
- Key transport infrastructure;
- Sensitive receptors for increases in ambient noise;
- Sensitive receptors to changes in air quality;
- Ancient woodland and veteran trees;
- Water bodies and features protected under the WFD;
- Protected Species and Habitats listed under UK BAP, OSPAR and NERC Act; and
- Indirect effects to designated features.

2.2.13

Evidence will be collected to support EIA assessments in the following topic areas and the key stakeholders invited to form the ETGs are listed:

- Onshore Ecology:
  - ▶ Natural England;
  - ▶ Environment Agency;
  - ▶ Sussex Wildlife Trust;
  - ▶ RSPB;
  - ▶ Sussex Ornithological Society;
  - ▶ Adur and Ouse Rivers Trust;
  - ▶ Adur and Worthing District Council;
  - ▶ Mid-Sussex District Council
  - ▶ East Sussex County Council; and
  - ▶ West Sussex County Council.
- Onshore Hydrology:
  - ▶ Environment Agency;
  - ▶ Natural England;
  - ▶ Adur and Ouse Rivers Trust;

<sup>4</sup> Including but not limited to any designated archaeological features and monuments; scheduled monuments or Areas of Archaeological Importance within the study area.

<sup>5</sup> All receptors (within the study area) as defined under the Planning (Listed Buildings and Conservation Areas) Act 1990; Section 66(1) of the Planning Act, Section 66(1) of the Planning Act, NPS EN-1, NPS EN-3 and NPPF will be discussed under this Evidence Plan.

- ▶ SDNPA;
- ▶ East Sussex County Council;
- ▶ West Sussex County Council;
- ▶ Lead Local Flood Authority (East Sussex County Council and West Sussex County Council); and
- ▶ Internal Drainage Board – Pevensey & Cuckmere Water Level Management Board.
- Landscape, Archaeology and Cultural Heritage:
  - ▶ Natural England;
  - ▶ Historic England;
  - ▶ SDNPA;
  - ▶ National Trust;
  - ▶ Mid-Sussex District Council
  - ▶ East Sussex County Council;
  - ▶ West Sussex County Council;
  - ▶ Chichester Harbour Conservancy (AONB);
  - ▶ High Weald AONB Partnership; and
  - ▶ Isle of Wight AONB Partnership.
- Traffic & Transport, Air Quality, Noise, Health and Socio Economics:
  - ▶ Highways England;
  - ▶ Network Rail;
  - ▶ East Sussex County Council; and
  - ▶ West Sussex County Council;
  - ▶ SDNPA;
  - ▶ Mid-Sussex District Council;
  - ▶ Adur and Worthing District Council;
  - ▶ Arun District Council; and
  - ▶ Brighton and Hove City Council.

2.2.14 Where there is overlap between topic areas these will be combined for ETG meetings to allow efficient use of time and allows participants to contribute to overlapping topic areas.

### Workstream 3 (nature conservation)

2.2.15 Workstream 3 will cover all onshore and offshore topics (above and below MHWS) to be covered in the HRA. The scope of this workstream will include the findings of the screening assessment and the cumulative/ in-combination assessment undertaken as part of the HRA. It may be that technical discussions regarding specific aspects of the methodology for HRA assessment which are closely aligned with the EIA may be discussed in one of the other ETGs; for example, collision risk



modelling for ornithological receptors. Where evidence requirements differ for the assessment of designated sites than for an aspect in the EIA this should be explicitly stated by the stakeholders, invited to participate in Workstream 3, to avoid the need for duplication of effort<sup>6</sup>. As far as is reasonably practicable, it is intended that Workstream 3 meetings will be diarised to follow or precede a relevant Workstream 1 or 2 meeting in order to reduce resource requirements as far as possible for the relevant parties.

2.2.16 The proposed topics to be covered are those which have the potential to effect features (and any additional receptors/ effects agreed through discussion in meetings) relevant to or designated under the following legislation, policy and guidance:

- Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the "Habitats Directive") as implemented by the Conservation of Habitats and Species Regulations 2010 (the "Habitats Regulations");
- Council Directive 2009/147/EC on the Conservation of Wild Birds (the "Birds Directive");
- Offshore Marine Conservation (Natural Habitats & c.) Regulations 2007 (as amended);
- Protected Species as listed in Annex II of the Habitats Directive; and
- National Policy Statements (EN-1 and EN-3).

2.2.17 Following receipt of the Scoping Opinion, the scope of Workstream 3 will be reviewed, and where appropriate some topics may be scoped out or removed from future revisions of this Plan with agreement from participants and the Steering Group.

2.2.18 In consideration of the above, potential effects on the following (and any additional receptors/ effects agreed through discussion in meetings) will be considered by the ETGs:

- Special Protection Areas (SPA) and potential Special Protection Areas (pSPA) and the bird features of interest. Rare and Vulnerable bird species as listed in Annex I of the Birds Directive will also be considered; and
- Special Areas of Conservation (SAC), proposed and candidate Special Areas of Conservation (pSAC and cSAC) and Sites of Community Importance (SCI) as listed in Annex I of the Habitats Directive.

2.2.19 Evidence will be collected to support EIA assessments in the following topic areas and the key stakeholders invited to form the ETGs are listed:

- Natural England;
- MMO (and their advisors);
- East Sussex County Council;
- West Sussex County Council; and
- The Wildlife Trusts.

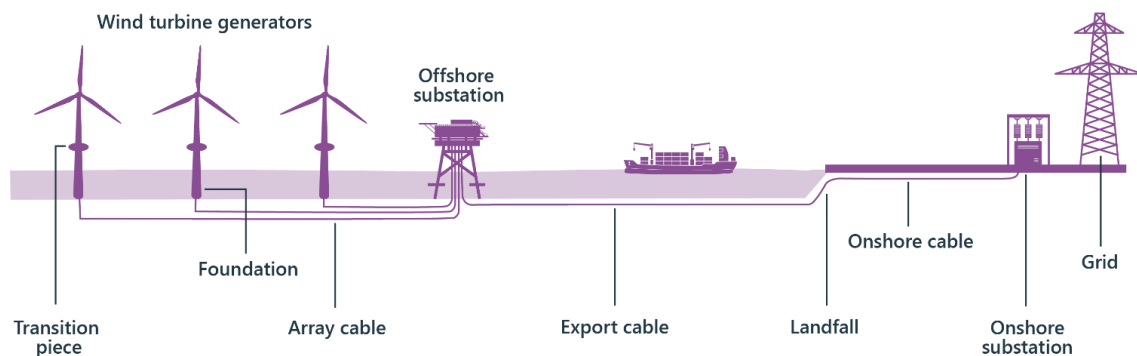
<sup>6</sup> Where matters of relevance, to Workstream 3 are raised in Workstreams 1 or 2 meetings, these will be captured in the consultation log (for the Nature Conservation ETG) to reduce the duplication and provide a clear record.

## 2.3 Working arrangements

### Project description

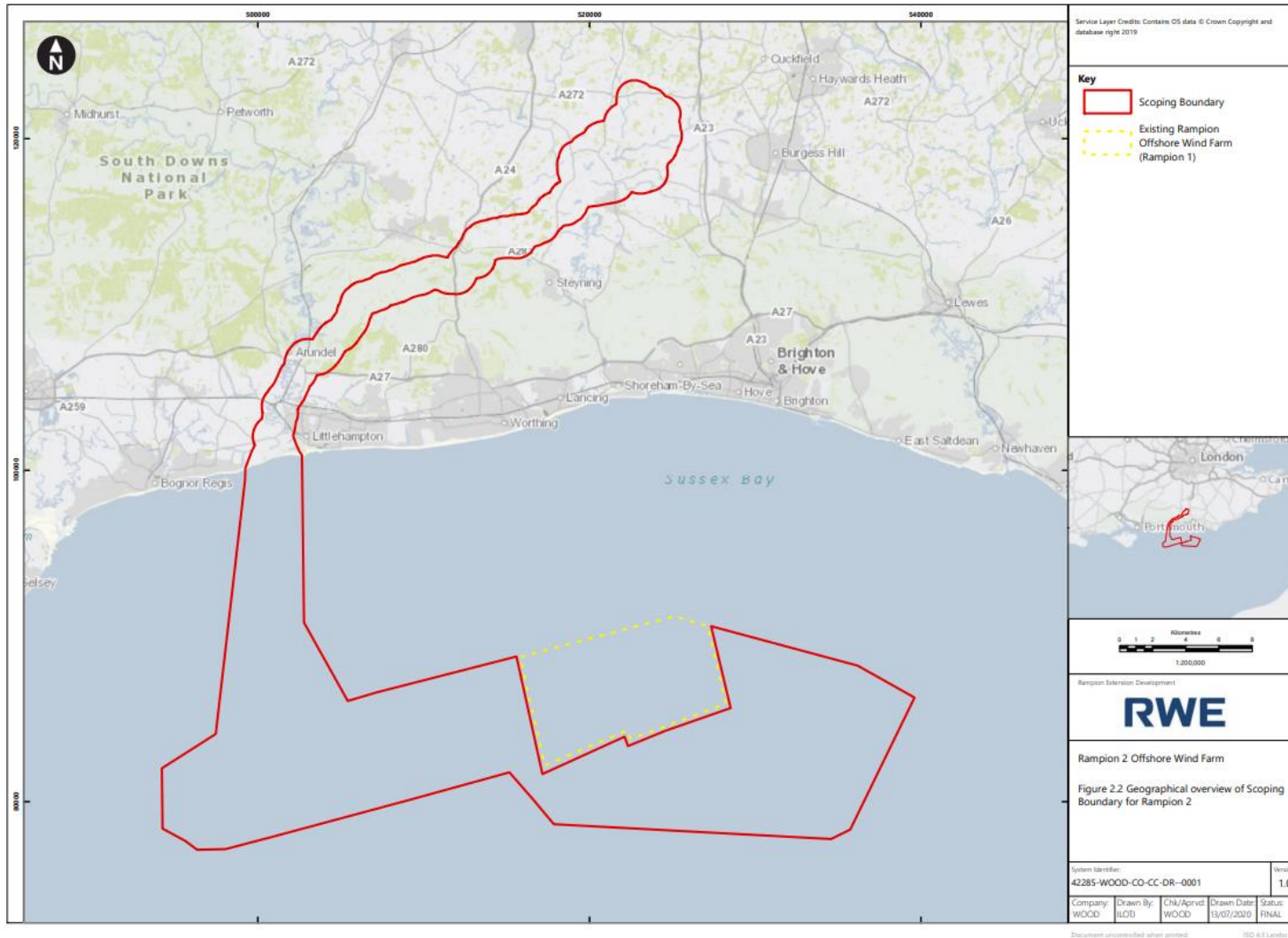
- 2.3.1 The offshore elements of Rampion 2 are situated within an Area of Search adjacent to the south east and west of the existing Rampion 1 project (as shown on **Figure 2-2**), approximately 13km to 25km offshore, occupying an irregular elongated area. The wind farm array Area of Search has an approximate area of 315km<sup>2</sup>. The scoping area for the offshore export cables to connect the offshore wind farm area to the shore is approximately 74km<sup>2</sup>. The nearest coastal ports are Littlehampton, Worthing, Shoreham-by-Sea, Brighton and Newhaven.
- 2.3.2 The onshore cable corridor is approximately 36km in length. The onshore element of the Scoping Boundary includes the landfall area, cable route corridor and an area to identify a new substation within. The onshore element of the Scoping Boundary illustrated in **Figure 2-2** is approximately 2km wide along the cable corridor including a 1km buffer either side of the indicative potential cable centreline. It is also approximately 5.7km wide in the area being considered for the substation as a preferred location is yet to be identified. The onshore element of the Scoping Boundary and length of cable route will be further refined as ongoing engineering and environmental information is gathered and incorporated into the design.
- 2.3.3 The key components of Rampion 2 are described below and illustrated in **Figure 2-1**.

Figure 2-1 Key components of Rampion 2



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Figure 2-2 Geographical overview of Scoping Boundary for Rampion 2



## Indicative timeline

- 2.3.4 Key indicative dates are presented in **Table 2-1** below. These are correct at the time of writing but are subject to change.

Table 2-1 Indicative milestones for Rampion 2

Milestone	Date
Scoping Report submission	Q2 2020
PEIR submission	Q1 2021
DCO Application submission	Q3 2021

## Evidence Plan timetable

- 2.3.5 The key dates for the Plan are set out in **Table 2-2**. These are linked to key milestones within the pre-application process. This timetable has been issued to provide as much advance warning, and to enable resource planning, for stakeholders. These dates are based on the most up to date information and assumptions at the time of writing. If programme changes are anticipated, these will be communicated to all members of the Plan and all requests made to the members will align with the terms set out within this document.

Table 2-2 Key milestones for the Evidence Plan

Meeting	ETG Meeting Date	Details
<b>Steering Group kick-off meeting</b>	Aug 2020	An initial meeting to discuss Steering Group aims and objectives and agree outline Evidence Plan will be held.
<b>Rampion 2 introduction and Post-Scoping meeting</b>	September/ October 2020	Initial meetings will be held with ETGs (subject to availability) to discuss the Scoping Report, survey scopes, scope of HRA/EIA including assessment methodology.  Meeting to discuss the Scoping Opinion and to agree the scope of the assessments to be presented in the PEIR.
<b>Pre-PEIR meeting</b>	Q1 2021	Meetings to discuss results of initial assessments and need for additional evidence or mitigation prior to PEIR publication – Q4 2020 to Q1 2021. There should be sufficient data available to have a meaningful discussion regarding assessment outcomes.
<b>Post-PEIR meeting</b>	Q2 2021	Post PEIR meeting to discuss the consultation responses received as part of formal consultation – Q1 2021. The purpose will be to discuss concerns raised and changes/updates to assessments required for final submission
<b>Pre-DCO submission meeting</b>	Q2/Q3 2021	Final pre-application meeting to discuss any significant changes following PEIR consultation and what will be presented in the Final ES – Q2/Q3 2021.

- 2.3.6 Where possible and appropriate the meetings listed above will be run as workshops, with separate meeting appointments per ETG, with all topics covered over a day, this will make the most efficient use of time as many interested parties are required to input to more than one topic area. Workstream 1 and 2 discussions will typically be held separately however there may be occasions where a joint workshop could be held, such as SLVIA and onshore cultural heritage.
- 2.3.7 Further interim meetings may be required with specific ETGs in-between the key meetings outlined above, for instance, where there are specific topics of concern. The requirement and timing of these meetings will be determined (and agreed) at the initial ETG meeting and kept under review throughout the process.
- 2.3.8 If consultation is required with a specific interested party (e.g., if they raise a specific area of concern) *ad hoc* meetings can be scheduled, however no decisions should be taken without being openly discussed with all ETGs<sup>7</sup> for that topic and separate stakeholder meetings should be avoided wherever possible in order to make the best use of time available and ensure an efficient process. All items of discussions from bi-lateral consultation will be included within the consultation report (submitted with the DCO Application) as opposed to the Plan report.
- 2.3.9 A final meeting may be required to complete and agree the consultation log for incorporation within the Plan report.

## Roles and responsibilities

- 2.3.10 If a specialist is unable to attend a meeting then the Case Officer/ Manager should seek to discuss any relevant matters to seek agreement, disagreement or requirements for additional information, in order to provide an organisational position. This should be provided within the same timeframes as ratification of meeting minutes (see **Section 3.9**) and will be included to the minutes as a post-meeting note (and consultation log as appropriate).

## The Chair

- 2.3.11 As noted previously, the Applicant (or their EIA consultants) will chair these meetings. The Chair's main responsibilities will include:
- attendance at Steering Group meetings (sufficient notice will be provided);
  - review material provided prior to the meetings;
  - chair the meeting, including open and close of the meeting and run the agenda according to the allotted times;
  - ensure good order is maintained at the meetings, including fairness and equality;
  - ensure all discussions points and conclusions are understood by all parties;
  - provide a summary of main points of agreement and disagreement and action points;
  - ensure progress by prompting and discussing outstanding actions; and
  - review the meeting minutes ensuring they accurately reflect the discussions and actions.
- 2.3.12 The Secretariat will make the arrangements for the meetings or take the minutes of the meetings. The Secretariat (provided by the Applicant) will also be responsible for providing the required pre-

<sup>7</sup> Note where a consensus of the whole Expert Topic Group cannot be reached the Applicant will adopt the advice provided by the Statutory Consultees.

meeting documentation and circulating this within the agreed timescales (four weeks) prior to the meeting. It is noted that as far as possible information should be provided in advance of meetings.

- 2.3.13 The Chair will also not act as arbiter or decision maker for any issues arising, they will act completely independently.

### The Planning Inspectorate

- 2.3.14 It is anticipated that Planning Inspectorate will attend the Steering Group meetings. The Planning Inspectorates main responsibilities will include:
- attendance at Steering Group meetings (sufficient notice will be provided);
  - review material provided prior to the meetings; and
  - review the meeting minutes ensuring they accurately reflect the discussions and actions.
- 2.3.15 The Planning Inspectorate has indicated to the Applicant that they may devolve some of the above responsibilities to colleagues in DEFRA or another relevant government department.
- 2.3.16 The Planning Inspectorate will publish a note of the meeting on the Planning Inspectorate's webpage, which has been agreed by the Steering Group prior to publication, the note will be limited to the following information; attendees, location of meeting, high-level agenda items, and a summary of any Section 51 advice given. No summary of the discussions or comments made should be included.
- 2.3.17 If Section 51 advice is requested this should be provided during the meeting wherever possible, and a summary provided in the notes. If the advice is not able to be provided at the meeting due to the complexity of the request, the Planning Inspectorate should seek to provide this within two weeks.

### The Applicant

- 2.3.18 The Applicant (or their lead EIA consultant) will provide the Secretariat (see **Figure 1-1**) for the process, undertaking the organisation of all Steering Group and ETG meetings and all secretarial duties at these meetings, providing agendas, minutes and leading the discussions. The Secretariat will also ensure that outcomes and advice are clearly recorded within the Plan; and where relevant how this has fed into the project design.
- 2.3.19 In addition to all secretarial duties, the Applicant (or their lead EIA consultant) will also provide all required evidence and documentation to facilitate discussions including the Plan itself and all other technical documents prior to meetings.
- 2.3.20 Documentation required to be discussed at meetings and an agenda will be provided within four weeks prior to a meeting. All documentation provided under the Plan will be included as appendices to the Plan report.

### Local Authorities

- 2.3.21 The Local Authorities, in their role on the Steering Group, will also be required to review and assess the evidence provided by the Applicant and provide advice on the evidence requirements and evidence provided, ensuring at all times consistency of advice and in accordance with **paragraph 1.1.5**. They will also be required to work to resolve any issues in the pre-application phase with the Applicant.
- 2.3.22 The Local Authorities will provide any relevant public domain information which may be relevant to the DCO Application. They will be required to take part in the ETGs as outline in **Section 2.3**.

## Natural England

2.3.23 In addition to a role on the Steering Group, Natural England will be involved in those ETGs covering ecology, nature conservation and landscape topics. They will:

- assess and evaluate evidence provided by the Applicant within agreed timeframes, giving consistent feedback on progress in accordance with **paragraphs 1.1.3** and **1.1.4** above;
- ensure that the representative(s) on the Steering Group or ETG provide formal positions in writing. The representatives must have the authority and technical expertise to ensure that any position formally agreed within the Evidence Plan process is an agreed corporate position and not the advice of the officer only. This will require that meeting minutes are ratified following the meeting and within four weeks of receipt;
- ensure that all materials provided within the agreed time period in advance of the meetings (at least four weeks, where possible<sup>8</sup>) have been reviewed by the case officer and technical expert (where appropriate);
- engage with the Applicant at the start of pre-application to discuss the Project's possible environmental impacts with a focus on potential likely impacts on a European site(s) and their conservation objectives and EIA topics as listed in **Section 2.2**;
- assess and review evidence provided by the Applicant within four weeks, giving written feedback on progress to timescales agreed within the ETGs;
- provide any relevant public domain information (e.g., conservation objectives, monitoring reports, site condition assessment data; grey literature) which they hold to inform the assessment;
- review evidence requirements and propose changes, when applicable, which are realistic and proportionate. Clear rationale for any evidence changes will be required<sup>9</sup>;
- ensure consistency of approach to advice between Rampion 2 and other NSIPs;
- provide advice to the applicant on relevant scientific evidence requirements. Evidence requirements will only change following:
  - ▶ the assessment of evidence provided by the applicant identifying new areas of concern;
  - ▶ relevant scientific evidence, information or research coming to light that would have an impact on what information is required;
  - ▶ proposed changes to the evidence requirements which are proportionate and based on findings of the evidence assessed; and/ or
  - ▶ a material change to the NSIP proposal that is likely to change the potential impacts and therefore the evidence requirements to address these.
- work with the Applicant to resolve as many issues as possible during pre-application, to agreed timescales. Consultation and timescales/deadlines should be agreed within ETGs and/ or the Steering Group.

<sup>8</sup> All documentation provided by the Applicant will require a response, where possible, within four weeks of receipt. Natural England will seek agreement for an alternative timescale to provide advice with the Applicant where this cannot be achieved.

<sup>9</sup> Such as the updating of site conservation objectives, designation of new sites/species/habitats or extension of existing sites may necessitate a change in evidence requirements.



2.3.24 Natural England will not formally agree (or disagree) to any decisions or opinions raised verbally during meetings. Natural England will notify the Applicant explicitly in the event that a formal agreement (or disagreement) which reflects the corporate position through the provision of a written response (either via a formal letter or an email).

### Historic England

2.3.25 Historic England will participate through the Steering Group and also in ETGs as set out in **Section 1.3** and **2.2** above.

2.3.26 Historic England will engage with the Applicant in the early pre-application phase to discuss potential environmental impacts (positive and negative) relating to risk to the known and unknown historic environment as described by the UK Marine Policy Statement, the South Marine Plan and relevant National Policy Statements.

2.3.27 Historic England will be required to review, assess and provide written feedback on the documents and evidence provided in accordance with this plan, ensuring consistency of advice. On request, Historic England will provide any public domain data that they hold which is relevant to this application.

2.3.28 Historic England will endeavour to work to resolve any issues in the pre-application phase with the Applicant.

### MMO

2.3.29 The MMO, in addition to participating in the Steering Group, will also take part in the ETGs as set out in **Section 2.2** above, providing an overview as required and coordinating the input of Cefas.

2.3.30 The MMO (and Cefas) will be required to:

- assess and evaluate evidence provided by the Applicant within agreed timescales (four weeks), giving consistent feedback on progress in accordance with **paragraphs 1.1.3** and **1.1.4** above;
- propose changes to the evidence requirements which are proportionate and based on findings of the evidence assessed;
- provide any public domain data that they hold which is relevant to this application;
- ensure that the representative(s) on the Steering Group or ETG have the authority that any position formally agreed in writing within the plan process is an agreed corporate position and not the advice of the officer only. This may require that meeting minutes are ratified following the meeting and within four weeks of receipt; and
- work with the Applicant to resolve as many issues as possible during pre-application, to agreed timescales. Consultation and timescales/deadlines should be agreed within ETGs or the Steering Group.

2.3.31 The MMO and its scientific advisors may provide agreements 'in principle' during meetings. To ensure the position is fully aligned across all topics the MMO will provide confirmation of any 'in principle' agreements in writing upon review of the minutes.

### Role of the other offshore authorities

2.3.32 Cefas will provide advice as requested by the MMO and will attend ETGs as directed by the Steering Group in order to provide advice to the MMO on the relevant ETGs. The Applicant will not make direct contact or hold discussions with Cefas unless it has been agreed with the MMO's Rampion 2 Case Team in advance.

### Role of the other onshore authorities

- 2.3.33 Other authorities, such as Internal Drainage Boards, could be included within the process as deemed appropriate.

### Role of Non-Government Organisations (NGOs)

- 2.3.34 It is acknowledged that NGOs can provide valuable input into the EIA and HRA process and the Applicant recognises the benefit of early engagement. In accordance with best practice, NGOs (such as The Wildlife Trusts, the National Trust, RSPB and Whale and Dolphin Conservation) will be invited to take part in relevant Evidence Plan process ETGs.
- 2.3.35 NGOs will be provided with the same documentation as other interested parties and will be advised of the Evidence Plan process schedule, including deadlines for feedback<sup>10</sup>.
- 2.3.36 If an NGO indicates they are not able to participate in the Evidence Plan process, the Applicant will provide relevant updates to the NGO as required.

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<sup>10</sup> However, should feedback be received outside of these deadlines the Applicant will endeavour to incorporate it into the EIA wherever possible.

## 3. The process

### 3.1 General principles

- 3.1.1 This Evidence Plan process (and members) will abide by the following general rules:
- meetings will always be scheduled with adequate advance notice (at least four weeks) to allow attendance. An agenda will be circulated when the meeting is scheduled. Where possible the date for the next meeting will be agreed at the end of each meeting;
  - all documents prepared for meetings will be available at least four weeks prior to the meeting or as otherwise agreed;
  - an agenda will be provided to all parties in advance of the meeting (at least four weeks) by the Applicant. The agenda will include the expected meeting aims and outcomes, to inform the expected contributions of the attendees within an established template;
  - all documents, guidance and advice provided will be as comprehensive as possible and presented in a clear, concise and unambiguous form;
  - deadlines for responses will be realistic and agreed by participants. It is noted that some participants may require longer to respond if they need to consult with advisors; where this is the case deadlines should be met, or alternative timescales agreed;
  - participants of meetings are expected to be fully prepared for meetings, having read the required information, in order to facilitate an efficient meeting;
  - participants may decline to attend meetings, and will give reasons for doing so in writing within a week of the meeting;
  - the sign off for decisions should be made in writing by all parties. Agreements should not be assumed from silence/ lack of response;
  - participants of the meeting are expected to be able to provide advice on behalf of their respective organisation within the meetings within their remits; however, it is noted that a formal organisation position may need to be provided after the meeting<sup>3</sup>; and
  - clear routes of communication should be established with the Applicant and other Plan participants.

### 3.2 Principles of the assessment approach

#### Introduction

- 3.2.1 Detailed method statements for the analysis and assessment of specific topics covered within this Plan will be agreed as part of the process. However, this Plan also sets out the high-level principles that are applicable to all topics, and these are detailed in the sections below.

#### Characterisation data

- 3.2.2 It should be noted that this Plan has been developed to agree the data and evidence requirements for the purposes of the HRA and EIA, with the prime function of characterisation of the site. The collection of detailed baseline data for post-construction compliance monitoring will be subject to further discussion post-consent (if granted).

- 3.2.3 The Applicant is required to provide sufficient data, as may reasonably be required, to undertake the assessments within the HRA, EIA and other relevant assessments. The data should enable the assessment of impacts on receptors at site specific level, and also the wider environment in order to quantify impacts.
- 3.2.4 Data requirements (length of sampling regime and spatial extent etc.) may be agreed, if not already agreed via informal consultation prior to the Evidence Plan Process being established. In considering requests for additional data/evidence, this will be assessed in the context of the benefit to the overall assessment, i.e., would additional data change the likely outcome of the assessment. Where possible, requests to use additional (or alternative data) should be made prior to the Applicant (and their consultants) undertaking the assessment.

### Data analysis and impact assessment

- 3.2.5 The detailed method statements to be agreed within the ETGs may cover, but not be limited to, the following areas. Separate method statements will be agreed for each topic:
- study areas (spatial and temporal);
  - definition of terminology (magnitude, sensitivity, uncertainty);
  - reference populations (where applicable);
  - assessment methodologies, compatibility of datasets, analysis techniques including statistical analysis tools or models to be used;
  - approach to Screening of sites for HRA (in and out);
  - sites with the potential for LSE and no LSE; and
  - apportionment of impacts to designated sites.

### Project data

- 3.2.6 When in attendance, the Planning Inspectorate will publish a high-level summary of the Steering Group meetings on their website, as outlined in **Section 1.3**.
- 3.2.7 It is acknowledged that statements by participants do not necessarily reflect statutory advice on the application or a final position, unless otherwise indicated.
- 3.2.8 Any information of a confidential nature will be treated accordingly by all parties, subject to legal duties of disclosure and GDPR requirements.

## 3.3 Cumulative & In-combination impact assessment principles

- 3.3.1 The requirements for Cumulative Effects Assessment (CEA) and in-combination assessment within the EIA and HRA, will be provided by regulators and advisors to ensure that there is a consistent approach between and other developments.
- 3.3.2 The Applicant will ensure that the basis for assessment of impacts is transparent and clearly documented. In addition, the Applicant will clearly document the list of plans and projects that are scoped in and out of the CEA, it is noted that this will be an iterative process up to the assessment "cut-off" point (detailed in **Section 3.5**).
- 3.3.3 All assessments need to be underpinned by scientific evidence. Where there is a lack of robust evidence, e.g., where a third-party project may be in very early stage of development, it would not be appropriate to include this project as no quantitative assessment could be undertaken. It is not considered appropriate for the Applicant to make assumptions about the future development plans

of a third-party project. Inclusion of relevant projects will be agreed by the ETGs and based on relevant guidance at the time of application such as PINS Guidance notes 10<sup>11</sup> and 17<sup>12</sup>. In such cases justification would be provided as to the exclusion of certain projects based on uncertainty and the inability to make a meaningful assessment.

- 3.3.4 Spatial and temporal boundaries should be appropriate, taking into consideration individual receptors and project specific parameters.

### 3.4 Transboundary

- 3.4.1 It is considered likely that assessment of transboundary impacts will be scoped out of this Plan following receipt of the Scoping Opinion due to the size and location of the development. However, if required, the assessment of transboundary impacts, plans or project will be undertaken in the same manner as the assessment of UK based plans/projects and will follow the process described in **Section 3.3**.
- 3.4.2 Transboundary stakeholders will be contacted according to best practice and current guidance.

### 3.5 Assessment 'cut-off' point

- 3.5.1 It is reasonable to have a cut-off point within the assessment process, after which no more plans or projects will be included within the assessment and the assessment can then be finalised. For the purposes of the final ES accompanying the DCO Application, a reasonable cut-off point would be the close of the Section 42 consultation following receipt of comments on the PEIR to provide sufficient time for drafting and finalisation of the ES. This does not preclude new information presented subsequent to this that would significantly change the outcome of the assessment (e.g., a new designation or statutory advice). Any such additional information or advice will be incorporated in the ES as far as practicable within the application programme timescales, with any data or advice falling outwith this contingency being recorded and appropriately noted for consideration under the Examination phase, and as directed by PINS.
- 3.5.2 It is also acknowledged that further information and assessment may be requested by the Examining Authority during the Examination in accordance with the Planning Inspectorates Advice note 17: Cumulative Effects Assessment<sup>13</sup>.

### 3.6 Review of previous decisions and suggested changes within the Evidence Plan process

- 3.6.1 In order that progress is made, decisions made during the Evidence Plan process will only be revisited under certain circumstances as outlined below, this will also inform the assessment cut-off point:
- the project design is significantly changed, e.g., the project boundary or the infrastructure to be installed changes the worst-case parameters agreed;
  - errors in the data or analysis are detected requiring re-assessment;
  - considerable new evidence is produced, and there is general consensus this should be incorporated and is likely to change the outcome of the original assessment; and/ or
  - changes can be agreed where they do not affect the overall project timescales for submission.

<sup>11</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/06/Advice-note-10v4.pdf>

<sup>12</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/12/Advice-note-17V4.pdf>

<sup>13</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/12/Advice-note-17V4.pdf>

### 3.7 Approach to environmental measures

- 3.7.1 Where significant impacts in EIA terms are anticipated, environmental measures are likely to be suggested and will be discussed through the Evidence Plan process<sup>14</sup>. It is anticipated that measures will subsequently form Requirements within the DCO or as Conditions of the deemed Marine Licence (dML). Agreement for the method for securing these measures will be sought from the appropriate parties.
- 3.7.2 Environmental measures must therefore be feasible from an engineering and cost perspective. They should be suitable, proven and proportionate to the level of identified impact. The requirement for mitigation should be flexible to allow the mitigation to be informed and developed based on best available scientific understanding and knowledge, noting that different mitigation could be applied at different phases of the project.

### 3.8 Approach to monitoring

- 3.8.1 In addition to mitigation, there are likely to be potential monitoring requirements discussed through the Evidence Plan process<sup>14</sup> and secured via DCO Requirements or dML Conditions. Future monitoring requirements should be sufficiently flexible; and should be informed and developed based on the best scientific understanding and knowledge. Monitoring requirements should be appropriate and proportionate for the different phases of the project.

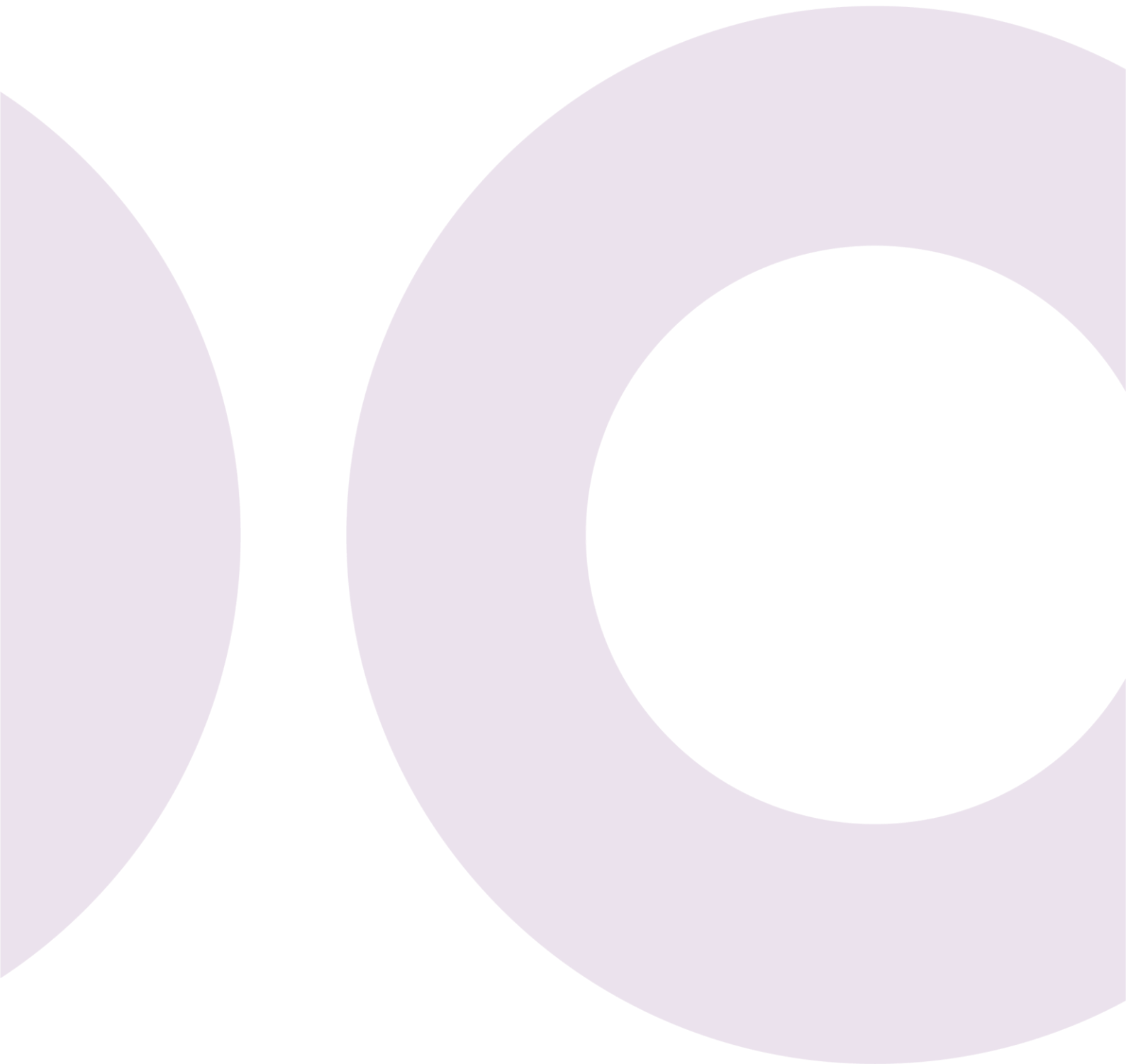
### 3.9 Meeting minutes and consultation log

- 3.9.1 Meeting minutes will be taken for each meeting or workshop held during the Evidence Plan process, and these will be circulated following the meeting for agreement and/ or comments from all parties invited to the meeting. Agreement of the minutes (or comments on them) must be provided within four weeks of receipt. If the minutes include decisions made during the meeting, these should be ratified at the appropriate level within each organisation<sup>15</sup>. A final version of the minutes (including incorporation of comments) will be circulated to all parties for their records. The meeting minutes (and consultation log where appropriate) will also document the advice of individual parties where a consensus of all parties cannot be reached.
- 3.9.2 In addition, a consultation log will be developed for each ETG to document areas of agreement and disagreement, and this will be updated as the Evidence Plan process progresses. The consultation log will be used as a clear audit trail of discussions and decision making and should negate the need for reiteration of previous discussion. The meeting minutes will also document the advice of individual parties where a consensus of all parties cannot be reached.
- 3.9.3 This document (Terms of Reference) outlines an iterative process and will therefore be updated as the process progresses. If updates are required to this document they will be made as an addendum, thereby maintaining a clear and transparent audit trail. The Terms of Reference, as outlined in this document, will be agreed by all members of the Plan.

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<sup>14</sup> It should be noted that discussion of mitigation and monitoring would form an extension of the scope of Evidence Plan beyond its primary aim.

<sup>15</sup> It is the participants obligation to indicate in the meeting/workshop where a decision/opinion may not be ratified at an organisation level. Please also see footnote 3 for process of written formal agreements as required by some parties.



Date	Document	Relevant Parties	Section of Document	Comment	Action required	Responsible	Details of change or response to comment
12/08/2020	Draft ToR	Surrey Hills AONB	N/A	Rampion 2 will not be visible from the Surrey Hills AONB.	Yes	GoBe	All references removed from the document.
20/08/2020	Draft ToR	Surrey County Council	N/A	Surrey County Council (Surrey CC) does not consider it appropriate, or necessary, to participate in this project.	Yes	GoBe	All references removed from the document.
02/09/2020	Draft ToR	Historic England	Paragraph 1.3.3	The Historic England (HE) project lead may also delegate attendance to other relevant HE Officers as required.	Yes	GoBe	Text updated to reflect this request.
02/09/2020	Draft ToR	Historic England	Paragraph 1.3.4	Additional members of HE may need to attend; in particular the HE Science Advisor who has a dual supporting role for both HE and the relevant Local/County Archaeological Officers.	Yes	GoBe	This sentence has been modified. It is anticipated that given the higher level nature of discussions in the steering group the case manager and/ or officer should be sufficient. HE science advisors however may need to attend the technical discussions in the ETG meetings.
02/09/2020	Draft ToR	Historic England	Paragraph 2.2.13	Protected archaeological features category not clearly defined and not inclusive enough. HE are unsure of terminology 'protected archaeological features' (possibly designated archaeological features and monuments; scheduled monuments or Areas of Archaeological Importance?) or 'historical listings' (possibly designated Listed buildings, registered battlefields, parks and gardens, protected wrecks, protected military crash sites?).	Yes	GoBe	Footnotes included into the document to provide clarification.
02/09/2020	Draft ToR	Historic England	Paragraph 2.2.13	Conservation Areas and Historical Listings (as appropriate), category not clearly defined and not inclusive enough. HE are unsure why Conservation Areas and Historical Listings are specifically mentioned for review 'as appropriate'? Conservation Areas, and buildings or structures that have national designation as Listed Buildings (Grade II, II* or I), have protection as guided by the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 66(1) of the Planning Act notes the requirement to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Section 72(1) requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. It will be appropriate therefore to understand and discuss any effects/impacts on Listed Building's or Conservation Area's.	Yes	GoBe	This comment is noted and agreed. The footnotes have been added to reflect this comment and the one above. "Where appropriate" has been removed. This was included as not all the relevant historic environment receptors may be present within the study area.



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02/09/2020	Draft ToR	Historic England	Paragraph 2.2.13	Indirect effects to designated features category not clearly defined and not inclusive enough. The NPPF requires that all heritage assets are conserved in a manner appropriate to their significance (para 184) and that great weight should be given to this (para 193). Any harm to, or loss of the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (para 194). Para 197 notes that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining an application. Footnote 63 also notes that non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.	Yes	GoBe	Text has been included to cover both direct and indirect effects on the identified receptors.  This text is noted and where non-designated heritage assets are present then these should be identified, discussed and scoped within the appropriate ETG meetings. This is covered by the bracketed text for additional receptors to be considered.
03/09/2020	Draft ToR	Historic England	Paragraph 2.2.13	These requirements are also largely mirrored in the relevant heritage sections of the National Planning Policy Statements (NPS EN-1 and EN-3) which will be used specifically for the examination of any application eventually submitted; section 5.8 of EN-1 is especially relevant in outlining these requirements.	No	GoBe	This is noted. The requirements to discuss, under the Evidence Plan, topics included under NPS EN-1 and EN-3 are included in paragraph 2.2.11. Please see additional clarification footnote.
04/09/2020	Draft ToR	Historic England	Paragraph 2.2.13	In light of the NPS and NPPF wording it would be helpful if the ToR used standard descriptions for heritage assets such as; designated heritage assets, undesignated heritage assets, or the specific descriptions such as listed building or scheduled monument. It also requires that undesignated heritage assets are considered, and implies that archaeology of national importance may not be designated, but must be treated as such.	Yes	GoBe	Please see clarification footnote.
05/09/2020	Draft ToR	Historic England	Paragraph 2.2.13	HE therefore think that 'unprotected' archaeological features (undesignated archaeological features and monuments?) and other (undesignated) heritage assets must be included in the defined categories. HE anticipate that a significant part of heritage discussions will be in relation to undesignated heritage assets (archaeological or otherwise), and HE note that some of these may have the potential to be of national importance. It will be important therefore that there is the opportunity for discussion/review of undesignated assets.	Yes	GoBe	It is agreed that 'unprotected' archaeological features should also be discussed to seek agreement on the scopes of the assessment. These may qualify as "additionally identified receptors" as outlined in the sentence preceding the bullet points.  The word 'protected' has been removed.
02/09/2020	Draft ToR	Historic England	Paragraph 2.2.13	Impacts (or effects) to both designated and undesignated heritage assets might be; direct physical (i.e. physically disturb or alter them), direct non-physical (impact through development in their setting), or indirect (other factors such as noise or vibration disturbance). All these impacts/effects will therefore need to be taken into consideration for all types of heritage asset (designated or otherwise), and HE would expect these to be in the defined categories and to have the opportunity to discuss	Yes	GoBe	Text has been included to cover both direct and indirect effects on the identified receptors.

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10/09/2020	Draft ToR	West Sussex County Council	Figure 1-1	West Sussex County Council (WSSC) were expecting to see some form of topic group specifically for the site selection process, especially onshore. WSSC would be very keen to understand how the site selection process is being planned (including proposed methodology for identification and assessment of options) and consulted upon to ensure stakeholder input into the process. WSSC would be happy to have a discussion with RWE on this topic when plans are more developed.	Yes	GoBe	Please see the new paragraph added into Section 1.1. It is considered more appropriate to consider SS&A outside of the Evidence Plan.
10/09/2020	Draft ToR	West Sussex County Council	Paragraph 2.2.2	In some instances agreement on areas discussed during the ETGs may not be possible if the relevant specialists is not able to attend.	Yes	GoBe	Please see additional clarification paragraph under "Roles and responsibilities" in Section 2.3. Where a specialist is unable to attend then the case officer/ manager should seek to convey information to them and inform the applicant of the corporate position.
10/09/2020	Draft ToR	West Sussex County Council	Paragraph 2.2.14	WSSC would wish the relevant district/borough council EHOs to be invited to the ETGs for air/noise/health, they are not currently listed in this section.	No	GoBe	All relevant district and borough councils (as listed under the (SLVIA ETG) were also invited to attend any addition ETGs including the air/ noise/ health panel. The membership of panels (as requested by parties) has been updated throughout the document. No further amendments have been made.
10/09/2020	Draft ToR	West Sussex County Council	Section 3.1	WSSC would wish to see any required materials sent out in a timely manner prior to the ETG where possible.	No	GoBe	This is noted. The timeframes presented within the document will be adhered to as a minimum.
14/09/2020	Draft ToR	Natural England	N/A	Concerned with the timescales for the project and Natural England's (NE) resource capacity. In terms of NE resourcing it would be useful if RWE could provide a timeline of when RWE anticipate having meetings as far in advance as possible.	Yes	GoBe	This is noted and understood. An indicative programme is provided within Section 2.3 of the ToR document. Additional text has been added to this section to clarify the expected timeline of the project.
14/09/2020	Draft ToR	Natural England	N/A	NE have raised repeatedly in communications to date, it is important that RWE provide NE with a timeline of documents RWE anticipate asking NE to review/comment on as part of the Evidence Plan Process (EPP) and when these are likely to land with NE in advance. This would allow NE to where possible to book in the relevant peoples time in advance of documents landing with NE, which would be helpful in terms of turnaround times. This particularly crucial where NE require specialists, as their time tends to get booked up quite far in advance.	Yes	GoBe	This is noted and RWE will endeavour to provide as much prior notice as possible. The documents to be reviewed are likely to be prepared as actions following meetings and therefore it is difficult to preempt these. However, timeframes for returning these documents would be agreed at the time which the action is taken to enable as much advance notice as possible.
14/09/2020	Draft ToR	Natural England	Paragraph 1.1.4	If it is not possible to reach a consensus between all parties, it is important that the advice of individual participates is noted even when it is not in line with an overall decision.	Yes	GoBe	"The meeting minutes (and consultation log where appropriate) will also document the advice of individual parties where a consensus of all parties cannot be reached." Has been included in paragraph 3.9.1.

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14/09/2020	Draft ToR	Natural England	Paragraph 1.1.5	(Third bullet point) NE has a duty to ensure the conservation of all designated sites and to ensure impacts to such are assessed in relevant applications. In the highly unlikely event that a new site is unexpectedly designated after a cut-off date NE would still have a statutory duty to request that the impacts to such are considered and would need to advise the Examining Authority (ExA) accordingly as part of the statutory process.	No	GoBe	This is understood and RWE understand that potential impacts to a newly (unexpectedly) designated site would need to be considered during the examination process. A "cut-off" date is included here to enable the applicant to finalise their application.
14/09/2020	Draft ToR	Natural England	Paragraph 1.2.2	Where does the MCZ assessment sit within the workstreams?	No	GoBe	As outlined in paragraphs 2.2.8 and 2.2.6, MCZs would be covered under the relevant ETGS of Workstream 1. It is envisaged that this would primarily be under the Benthic Ecology and Physical Processes and Fish Ecology ETGs.
14/09/2020	Draft ToR	Natural England	Paragraph 1.2.2	(Workstream 3) Nature?	Yes	GoBe	Updated as suggested.
14/09/2020	Draft ToR	Natural England	Paragraph 1.2.2	There seems to be a significant overlap between Workstream 1 and 3. How will this be managed to ensure that work is not duplicated?	Yes	GoBe	Please see additional clarification included in paragraph 2.2.16 (under Workstream 3).
14/09/2020	Draft ToR	Natural England	Paragraph 1.3.3	(Fourth bullet point) It is NE procedure for both Case Officer and Senior Responsible Officer to attend all steering group meetings, where possible.	Yes	GoBe	Updated accordingly
14/09/2020	Draft ToR	Natural England	Paragraph 1.3.4	It is NE procedure for both Case Officer and Senior Responsible Officer to attend all steering group meetings, where possible.	Yes	GoBe	Sentence modified.
14/09/2020	Draft ToR	Natural England	Paragraph 1.3.7	NE would prefer meetings to be held by video or audio conference by default throughout the process.	Yes	GoBe	This is noted. Paragraph has been updated so that it aligns with safe working practices. If possible, there may be some merits in FtF meetings in the future when discussing particularly complex issues.
14/09/2020	Draft ToR	Natural England	Paragraph 1.3.8	NE would support as much information being provided as far in advance as possible, in order to aid resource planning.	No	GoBe	This is noted. No action taken
14/09/2020	Draft ToR	Natural England	Paragraph 1.3.8	Any updates, particularly where they effect the resource required or timescales should be discussed with NE.	Yes	GoBe	Please see additional text in section 2.3. - Evidence Plan timetable.
14/09/2020	Draft ToR	Natural England	Figure 1-1	Where meetings are being held by audio-conferencing NE would suggest where appropriate separate meetings are held for each of the work areas, rather than multiple work areas being blocked together. This would be helpful in terms of resourcing and ensures that specialist are only attending meetings that are whole relevant to there particular area of expertise.			It is proposed to that we will maintain our 'grouped' topic basis for ETGs. However, we will ensure that the agenda/scheduling allows for individuals to dial-in to teleconferences at appropriate times to ensure efficient use of time. This should provide for the Natural England case officer to participate across all relevant topics in that 'group', whilst focusing technical specialists time and resources on the relevant parts of the discussions only.
14/09/2020	Draft ToR	Natural England	Paragraph 2.1.4	NE will engage in discussions on topics within meetings, but agreements will only be made in writing after the meeting.	Yes	GoBe	Noted - please see extended footnote 3

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14/09/2020	Draft ToR	Natural England	Paragraph 2.1.4	NE require this to be four weeks of receipt, to ensure NE are able to have internal discussions with the relevant specialists where required and to go through internal sign off.	Yes	GoBe	Updated as requested
14/09/2020	Draft ToR	Natural England	Paragraph 2.1.5	The consultation log should be shared with NE. It is important that the log reflects any amendments to the meeting minutes made as part of the ratification process.	Yes	GoBe	"A copy of the updated consultation log, for the relevant ETG panel(s) will be circulated after each meeting for confirmation that it reflects the discussions held." has been included into paragraph 2.1.6 (previously numbered 2.1.5).
14/09/2020	Draft ToR	Natural England	Footnote 3	Agreements will not be made by NE verbally in meetings. Any agreements will be made in writing after the meeting. Lack of a written response should not be considered as agreement.	Yes	GoBe	This is noted.  Please see additional text in footnote 3.
14/09/2020	Draft ToR	Natural England	Paragraph 2.2.2	It should be noted that the level of detail required for the HRA will be greater than that of EIA.	Yes	GoBe	This is noted and the provision for different evidence base requirements is captured under Section 2.2 - Workstream 3.
14/09/2020	Draft ToR	Natural England	Paragraph 2.2.5	NE would prefer video conferences, as opposed to face to face meetings. Where meetings are held face to face the option to dial in via video or audio conference should be provided.	Yes	GoBe	This is noted. Paragraph has been updated so that it aligns with safe working practices. If possible, there may be some merits in FtF meetings in the future when discussing particularly complex issues.
14/09/2020	Draft ToR	Natural England	Paragraph 2.2.6	The list for each workstream should be reviewed on receipt of the scoping opinion, to ensure everything has been captured.	Yes		This list has been checked for each of the workstreams.
14/09/2020	Draft ToR	Natural England	Paragraph 2.2.10	As previously mention the detail required for the assessments may vary. For example the level of detail required for designated sites assessments (HRA/ MCZ) is likely to be higher than that required for certain aspects of the EIA.	Yes	GoBe	This is noted and the provision for different evidence base requirements is captured under Section 2.2 - Workstream 3.
14/09/2020	Draft ToR	Natural England	Paragraph 2.2.10	(Marine Archaeology bullet point) NE are not required to be present for Marine Archaeology.	Yes	GoBe	Natural England have been removed.
14/09/2020	Draft ToR	Natural England	Paragraph 2.2.14	(Landscape, Archaeology and Cultural Heritage bullet point) NE should be included in Landscape discussions.	No	GoBe	This is noted. Andrew Baker has been assigned as the primary point of contact for Natural England for this panel.  No change to the document has been made.
14/09/2020	Draft ToR	Natural England	Table 2-1	NE remain very concerned about this short timescale, specifically as to whether NE are able to deliver our advice to this timeframe given resourcing constraints. We would welcome continued conversation around timelines to ensure best outcomes. A continued dialogue or reflection of Natural England's and possibly other members resource constraints is likely to be required.	Yes	GoBe	This is noted.  Please see the commitment in para 2.3.5 to ensure that any and all timetable changes are communicated to all members.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.5	NE are concerned about the time frame for the Evidence Plan Process, as in our experience it appears to be particularly short.	No	GoBe	This is noted. No edits made.

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14/09/2020	Draft ToR	Natural England	Table 2-2	Holding the Steering Group meeting in September instead of August, just a few days before the ETG's has not allowed enough time for the ToR to be agreed before hand.	No	GoBe	This is noted. No edits made.  However, it should be noted all EP parties, not just those invited to the steering group, have been sent the draft ToR.
14/09/2020	Draft ToR	Natural England	Table 2-2	The cut-off point for new evidence is the production of the PEIR report, which according to this timetable is around 6 months prior to application. It may still be necessary to consider new evidence that come to light after this point.	No	GoBe	This is noted. Provisions for where additional evidence may be considered are outlined in Section 3.6. The applicant will also demonstrate due regard to all S42 comments received. A cut-off period is required to finalise the ES for application and it is quite typical to have this following S42 advice.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.9	NE would welcome the opportunity to review the consultation log before it is incorporated into the Plan report.	Yes	GoBe	This is noted.  Additional clarification has been included in section 3.9 to confirm that the log will be periodically circulated to all parties for confirmation that it accurately reflects discussions held.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.11	As much information should be shared in advance of the meeting as possible.	Yes	GoBe	Text updated to reflect this request
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.11	4 weeks prior to the meeting. This is to allow specialists to review this information where required. It also allows enough time for us to assess if specialist are required to attend the meeting and to endeavour to secure their attendance. This is important to ensuring productive discussion within the meetings.	Yes	GoBe	Text updated to reflect this request
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.17	As well as developing a statement of common ground.	Yes	GoBe	The applicant will develop the initial draft of the SoCG. However, this process is not explicitly part of the EPP, as it is a post-app activity, so no edits have been made to the ToR.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.17	Ensure outcomes and advice received are recorded. Be clear on how this is integrated into the project design.	Yes	GoBe	Text updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.19	4 weeks, as explained above. This includes an agenda.	Yes	GoBe	Text updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.22	(1st bullet) All documentation should be provided at least 4 weeks before the applicant requires a response. The applicant needs to make it clear when it is they are expecting a response by when they sent the document. Natural England can then advise on whether it is possible for advice to be provided in this timescale based on our current capacity.	No	GoBe	This is noted. No edits made.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.22	(2nd bullet) All agreements from NE must be made in writing, indicative agreements can be given in meetings but must then be followed up by written confirmation after the meeting.	Yes	GoBe	This is noted and the text has been clarified to the need to provide positions in writing is clearer.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.22	(2nd bullet) Four weeks, as discussed above.	Yes	GoBe	Updated to reflect this request.

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14/09/2020	Draft ToR	Natural England	Paragraph 2.3.22	(3rd bullet) At least 4 weeks	Yes	GoBe	Updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.22	(5th bullet) At least 4 weeks	Yes	GoBe	Updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.22	(9th bullet) The updating of site conservation objectives, designation of new sites/species/habitats or extension of existing sites may necessitate a change in evidence requirements.	Yes	GoBe	Footnote added.
14/09/2020	Draft ToR	Natural England	Paragraph 2.3.22	(11th bullet) As we have previously advised the applicant we updating our Conservation Advice Package for Kingmere MCZ. It is likely that our advice on seasonality in relation to black sea bream will be extend to cover March to July.	Yes	GoBe	This is noted - thank you.
14/09/2020	Draft ToR	Natural England	Paragraph 3.1.1	(1st bullet) At least 4 weeks for all meetings.	Yes	GoBe	Updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 3.1.1	(1st bullet) An agenda for the meeting needs to be provided at this stage, so we can establish if specialists are required to attend.	Yes	GoBe	Updated to reflect this request. However, it is anticipated that specialist are generally required to attend ETGs but not steering group meetings.
14/09/2020	Draft ToR	Natural England	Paragraph 3.1.1	(2nd bullet) 4 weeks	Yes	GoBe	Updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 3.1.1	(3rd bullet) Agenda to be provided 4 weeks in advance of the meeting.	Yes	GoBe	Updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 3.1.1	(4th bullet) It is also important they are as concise as possible.	Yes	GoBe	Updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 3.1.1	(6th bullet) Where documentation had been provided sufficiently far in advance of the meeting.	No	GoBe	Noted. No edits made.
14/09/2020	Draft ToR	Natural England	Paragraph 3.1.1	(9th bullet) Participants may need to take information away from meetings for internal discussion before we are able to provide advice on it.	Yes	GoBe	Updated to reflect this request
14/09/2020	Draft ToR	Natural England	Paragraph 3.1.1	(10th bullet) All key information (including formal and interim advice) will be given in writing and receipt will be acknowledged.	No	GoBe	Noted. No edits made.
14/09/2020	Draft ToR	Natural England	Paragraph 3.2.3	and the MCZ assessment.	Yes	GoBe	" and other relevant assessments" included. This would include MCA, WFD, flood risk etc.
14/09/2020	Draft ToR	Natural England	Paragraph 3.2.5	(4th bullet) Additionally compatibility of different datasets.	Yes	GoBe	Updated to reflect this request.
14/09/2020	Draft ToR	Natural England	Paragraph 3.5.1	This is considered to be a early cut off point and it may still be necessary to include plans and projects after this point.	No	GoBe	This is noted. Provisions for where additional evidence may be considered are outlined in Section 3.6. The applicant will also demonstrate due regard to all S42 comments received. A cut-off period is required to finalise the ES for application and it is quite typical to have this following S42 advice.

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14/09/2020	Draft ToR	Natural England	Paragraph 3.6.1	(3rd bullet) NE has a duty to present new information that becomes available even if it is after the cut off point.	No	GoBe	This is noted. However, as stated in the bullet point that if it would not likely change the outcome of the original assessment then it is proposed that the application should be finalised without considering this evidence. Whereas, if it may change the outcome of the assessment then it would of course be discussed with all relevant parties.
14/09/2020	Draft ToR	Natural England	Paragraph 3.9.1	Four weeks.	Yes	GoBe	Updated to reflect this request.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.1.4	The Marine Management Organisation (MMO) believes 2 weeks to provide comments on minutes and agreement logs is too short of a time scale. A standard consultation with our scientific advisors (Centre for Environment, Fisheries and Aquaculture Science (Cefas)) is 3 weeks, and then we would need 1 week to prepare and collate the responses.	Yes	GoBe	Updated to four weeks.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.1.4	The MMO requests that the deadline is updated to 4 weeks to reflect this.	Yes	GoBe	Updated to four weeks.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.1.4	The MMO will endeavour to provide comments earlier where possible and shorter timescales can be discussed and agreed on a case by case basis.	Yes	GoBe	Updated to four weeks.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.2.2	The MMO and its scientific advisors can only provide agreements 'in principle' during meetings. To ensure the position is fully aligned across all topics the MMO will provide confirmation of any 'in principle' agreements in writing upon review of the minutes.	Yes	GoBe	Text added into Section 2.3.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.2.3	The MMO agrees that the aim is to only have major concerns/issues remaining at the start of the examination and will work with all parties to try and resolve issues.	No	GoBe	This is noted and welcomed.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.2.5	The MMO requests all 'road maps' to be provided as soon as possible to enable forward resource planning. This will also enable more parties to be included on the call.	Yes	GoBe	This is noted. The 'road maps' will be based primarily on the timetable provided in Table 2-2.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.2.5	The MMO understands that face to face meetings are encouraged and that video conferencing will be used in response to safe working practices during Covid-19. The MMO prefers video conferencing as this will increase the ability for all parties to be in attendance as it reduces the need for additional travel time. However, the MMO understands that occasional face to face meetings may be required for more detailed issues.	No	GoBe	This is noted and welcomed.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.2.10	The MMO requests to be involved in the Marine Archaeology discussions and this is reflected within this document.	Yes	GoBe	This is noted and welcomed. The document and distribution lists have been updated accordingly.
14/09/2020	Draft ToR	Marine Management Organisation	Table 2-1	The MMO understands that the project is aiming for an application submission to the Planning Inspectorate in Quarter 4 of 2021 and prior to this a review of the PEIR will take place in January 2021 and the formal Section 42 request will be March 2021.	No	GoBe	No action required.

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14/09/2020	Draft ToR	Marine Management Organisation	Table 2-1	The MMO has concerns that this will add additional pressure on the resourcing impacts if the EPP process includes short turnaround timescales for documents. The standard MMO consultation for a PEIR is 3 weeks with at least a week before and after the consultation period to process the consultation and prepare a response. Please consider potential office closures at Christmas and the ongoing Covid-19 resourcing issues when drafting the proposed meeting dates and potential consultation deadlines.	No	GoBe	Turnaround times for documents have been extended to four weeks to seek to assist with resourcing commitments.  The concerns are noted and consideration will be paid as suggested.
14/09/2020	Draft ToR	Marine Management Organisation	Table 2-1	Full details of timelines until the formal Section 42 submission including meeting dates and response deadlines would be appreciated.	No	GoBe	An indicative timeline of meeting dates are provided in Table 2-2. These will sought to be refined and adequate warning provided.  Response deadlines will typically be four weeks but will be agreed with all parties.
14/09/2020	Draft ToR	Marine Management Organisation	2.1.4, 2.3.8 and 2.3.28	The MMO believes 2 weeks to provide comments on minutes and agreement logs is too short of a time scale. A standard consultation with our scientific advisors (Cefas) is 3 weeks, an then we would need 1 week to prepare and collate the responses.	Yes	GoBe	This is noted and has been extended to four weeks throughout the ToR.
14/09/2020	Draft ToR	Marine Management Organisation	2.1.4, 2.3.8 and 2.3.28	The MMO requests that the deadline is updated to 4 weeks to reflect this.	Yes	GoBe	This is noted and has been extended to four weeks throughout the ToR.
14/09/2020	Draft ToR	Marine Management Organisation	2.1.4, 2.3.8 and 2.3.28	The MMO will endeavour to provide comments earlier where possible and shorter timescales can be discussed and agreed on a case by case basis.	No	GoBe	This is noted and welcomed.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 2.3.29	The MMO requests that it is made clear that no direct contact or discussions will take place with Cefas unless this has been agreed by the MMO Rampion 2 Case Team. All correspondence or advice required by Cefas is to be provided to the MMO to ensure a full audit of discussions.	Yes	GoBe	This is noted and will be adhered to. The document has been updated to reflect this.
14/09/2020	Draft ToR	Marine Management Organisation	Section 3.5	The MMO has concerns on the wording of this section, including a cut-off date could enable vital missed information to not be discussed or included in the assessment and therefore lead to further work at a later stage of the process, such as Examination stage.	Yes		Please see updated text in Section 3.5.
14/09/2020	Draft ToR	Marine Management Organisation	Section 3.5	The MMO notes during the Steering Group meeting it was highlighted that this is just for logistics to enable final versions of documents to be prepared but discussions will continue after this stage to be updated in the final version of the Environmental Statement. The MMO believes this should be updated to clarify within the ToR.	Yes	GoBe	Please see updated text in Section 3.5.
14/09/2020	Draft ToR	Marine Management Organisation	Section 3.7	The MMO understands that a review of the Development Consent Order (DCO) and relevant Deemed Marine Licences (DMLs) is not part of the EPP. As discussions during the ETGs inform potential requirements or conditions the MMO requests the draft DCO is provided at the earliest opportunity and a meeting with all interest parties is conducted to ensure agreement prior to the application submission.	Yes	GoBe	This is noted and welcomed by the applicant.



Date	Document	Relevant Parties	Section of Document	Comment	Action required	Responsible	Details of change or response to comment
14/09/2020	Draft ToR	Marine Management Organisation	Section 3.7	The MMO believes this does not need to be reflected in the ToR but would like agreement in writing by the Applicant that this will take place.	No	GoBe	This is noted. This will be included in writing within the ES/ Application.
14/09/2020	Draft ToR	Marine Management Organisation	Paragraph 3.9	The MMO understands that the Applicant has a template of a potential agreement log which will record all actions and areas of disagreement and agreements that would led in to the development of the Statement of Common Ground. The MMO requests that this template is shared as soon as possible to enable review and any potential comments.	No	GoBe	The in-progress consultation logs have been circulated to the relevant members following the first ETG meetings. Any comments may be fed back to the applicant.
14/09/2020	Draft ToR	Marine Management Organisation	N/A	The MMO highlighted that the MMO coastal office in Shoreham would like to be involved in early pre-application discussions. The MMO will follow this up with the local office and provide contact details to the Applicant in due course.	No	GoBe	This is noted and welcomed by the applicant.
17/09/2020	Draft ToR	The Wildlife Trusts & The Sussex Wildlife Trust	N/A	The Wildlife Trusts and The Sussex Wildlife Trust would like the ToR to be amended to represent their interest in benthic ecology and attendance at Evidence Plan Meetings. They were thankful their interest had be listed for marine mammals.	Yes	GoBe	The document and distribution lists have been updated accordingly
17/09/2020	Draft ToR	East Sussex County Council - County Planning Service	N/A	No comments to make at this time.	No	GoBe	No action required
N/A	Draft ToR	All	Section 2.2	N/A	Yes	GoBe	A review has been undertaken of all panels to align with correspondence since the initial drafting of the ToR.
N/A	Draft ToR	South Downs National Park Authority	Paragraph 2.2.11	Would it be possible to reference the DEFRA Vision and Circular on English National Parks and the Broads 2010 as well?	Yes	GoBe	Updated as requested.
N/A	Draft ToR	South Downs National Park Authority	Paragraph 2.2.13	The SDNPA should be included within the key stakeholders.	Yes	GoBe	The SDNPA have been added to steering group and to each of the lists of ETGs.
N/A	Draft ToR	South Downs National Park Authority	Paragraph 2.2.14	The SDNPA should be included as a key stakeholder for Traffic & Transport, and Landscape, Archaeology and Cultural Heritage (we have representatives on the ETG for both of these as well as other groups already, so it would be bringing in line with the current arrangements in any event).	Yes	GoBe	Updated as requested.
19/10/2020	Final ToR	The Wildlife Trusts & Sussex Wildlife Trust	N/A	Sussex Wildlife Trust (SWT) should be listed as a key stakeholder for the Marine Mammals, Benthic Ecology and Physical Processes, Fish Ecology, and Onshore Ecology ETGs.  The Wildlife Trusts (TWT) should be listed as a key stakeholder for the Marine Mammals, Benthic Ecology and Physical Processes, and Fish Ecology ETGs.	Yes	GoBe	Updated to separate SWT and TWT. TWT has been removed from the Onshore Ecology ETG, and replaced with the SWT only.
20/10/2020	Final ToR	West Sussex County Council	Paragraph 1.1.7	Thank you for providing clarity that site selection is not part of the range of ETG meetings. It would be maybe useful to outline the process for site selection consultation in a line or two here. Please also note the typo on 'not' should read 'no specific panel'.	Yes	GoBe	Additional information on site selection consultation has been included. Typo has been rectified in paragraph 1.1.7.

Date	Document	Relevant Parties	Section of Document	Comment	Action required	Responsible	Details of change or response to comment
20/10/2020	Final ToR	West Sussex County Council	Paragraph 2.2.14	Can this please reflect the status of West Sussex County Council as Lead Local Flood Authority (LLFA) in this section (under onshore hydrology) and where required through the document please.	Yes	GoBe	Amended in paragraph 2.2.14 under onshore hydrology.
20/10/2020	Final ToR	West Sussex County Council	N/A	<b>Agree to operate under the ToR document as part of the EPP for Rampion 2.</b>	No	GoBe	No action required - Agreement made.
26/10/2020	Final ToR	Sussex Ornithological Society	1.2.2	There appears to be overlap between Workstreams 2 & 3.	No	GoBe	Workstream 3 is linked to both Workstream 1 and Workstream 2.
26/10/2020	Final ToR	Sussex Ornithological Society	1.2.3	Sussex Ornithological Society considers that separation into smaller groups covering specific issues is preferable. Where an organisation is only involved in just a single issue the representative could be required to attend the entire group meeting. (See also Section 2.2.4 below).	No	GoBe	Representatives of an organisation can be informed on an approximate time slot for a given topic in order to reduce time required within an ETG meeting.
26/10/2020	Final ToR	Sussex Ornithological Society	Figure 1-1	See comment on Section 1.2.3	No	GoBe	See above response.
26/10/2020	Final ToR	Sussex Ornithological Society	Paragraph 2.2.2	As a general rule Sussex Ornithological Society representatives will make no verbal agreements and these will be made in writing following receipt of Minutes.	No	GoBe	This information is provided in Footnote 3 of paragraph 2.2.4.
26/10/2020	Final ToR	Sussex Ornithological Society	Paragraph 2.2.4	Sussex Ornithological Society is concerned that if time slots are allocated within a group meeting agenda that this approach could result in insufficient time for detailed discussions on a particular issue.		GoBe	Please see additional text added into paragraph 2.2.4.
26/10/2020	Final ToR	Sussex Ornithological Society	Paragraph 2.3.12	Documentation should include all written comments from relevant Stakeholders including minutes and comments on those minutes.		GoBe	Agreed - please see updates to section 3.9
27/10/2020	Final ToR	High Weald AONB	N/A	High Weald have no further comments and <b>agree to operate under the ToR.</b>	No	GoBe	No action required - Agreement made.
12/11/2020	Final ToR	Lewes District & Eastbourne Borough Councils	N/A	I can confirm that Lewes District Council is <b>happy with the proposed Terms of Reference in relation to Rampion 2.</b>	No	GoBe	No action required - Agreement made.
12/11/2020	Final ToR	Natural England	N/A	Natural England would like it noted the timescales are still the same, so our concerns about timescales and our capacity to resource asks made of us by the applicant remain. The issues Natural England have raised are around the fast pace of the project and expected 'turnaround' of asks of Natural England.		GoBe	It is noted and acknowledged by the Applicant that Natural England have concerns regarding the project's programme and the associated requests for advice from Natural England. The Applicant has sought to extend the previous 'turnaround' times to seek to assist Natural England however it is now felt that these cannot be extended any further as it would be prohibitive to ensuring the advice can be followed and included in the application.  No edits made.

Date	Document	Relevant Parties	Section of Document	Comment	Action required	Responsible	Details of change or response to comment
12/11/2020	Final ToR	Natural England	N/A	Natural England acknowledges that some documents maybe prepared following actions of meetings. However, it is our understanding that the applicant must be working to a project work plan as part of their own management of the project. Therefore it is unclear to us why more detailed timescale cannot be shared with us, even if this is indicative. Given short notice requests, we may simply not have the resource available to respond to asks without planning and securing specialists time and input.		GoBe	<p>The projects programme is currently under reviewing and is subject to change at the time of writing. However, the Applicant has agreed to seek to arrange meetings at least one month in advance and ideally at least two. It is hoped that the scheduling of the meetings will assist in securing specialist time for the preparation prior to and the attendance of meetings. Any documents agreed to be prepared as an action will be discussed in the meeting to ensure that advice can be provided on them in a timely manner.</p> <p>No edits made.</p>
12/11/2020	Final ToR	Natural England	Paragraph 1.3.8	Action needs to be taken to provide further detail on the 'road map' than the very high level version included in the ToR in order for Natural England to sufficiently respond to RED asks and requests.		GoBe	<p>As noted in the row above, a more detailed version of a 'road map' would be highly subject to change and so would not be helpful in terms of resource management. However, it is hoped that the agreement to schedule meetings as far as is reasonably practical will assist in securing resource.</p> <p>No edits made.</p>
12/11/2020	Final ToR	Natural England	Figure 1-1	If the applicant is going to maintain a grouped approach then the agenda/ schedule must be stuck to or an alternative time agreed prior to the meeting. We understand circumstances sometimes occur, which cannot be predicted. However, our Marine Mammals Specialist was recently scheduled to be needed as the second item on a call and this topic was repeatedly moved back within the call. This wasn't efficient use of her time as she ended up having to wait not knowing when the item she needed to advise on would be presented.	No	GoBe	<p>On the day of the meeting physical process was moved forward - we will provide notice of agenda change prior to the meetings going forward.</p> <p>There were some technical issues during the marine mammal presentation and as a result the Benthic Ecology and Nature Conservation was presented, before returning to Marine Mammals.</p>
12/11/2020	Final ToR	Natural England	Paragraph 2.1.4	It should always be assumed that Natural England will not formally agree to anything in a meeting, regardless of who is attending from the organisation. Therefore the <b>text in footnote 3 should be amend to reflect the fact it is our default position not to do this, rather than something we would notify the applicant of if it occurred.</b> We would notify the applicant explicitly if we were to ever formally agree something in a meeting, but this is unlikely to ever be the case. A lack of a written response should not be considered as agreement.	Yes	GoBe	Text amended within Footnote 3. Further information been added to paragraph 2.3.24.
12/11/2020	Final ToR	Natural England	Paragraph 2.2.14	The case officer should be copied into any requests made of specialists. The primary point of contact should always be the case officer, who will then request the advice of specialists.	No	GoBe	This has been amended. All specialist requests will go to Natural England's Case Officer.

Date	Document	Relevant Parties	Section of Document	Comment	Action required	Responsible	Details of change or response to comment
12/11/2020	Final ToR	Natural England	Table 2.1 Paragraph 2.3.5	This address if changes to the programme, were to occur. It doesn't address out concerns about the timeframe as it stands and the need for a continued dialogue around us being able to deliver our advice around this timeframe.		GoBe	These concerns are noted and understood by the Applicant. RED will seek to engage with Natural England (and all other parties) around anyone programme changes and associated implications.
12/11/2020	Final ToR	Natural England	Paragraph 2.3.5	We note our concerns have been noted, but no action taken (see above comments).	No	GoBe	It is noted by the Applicant that the programme for Rampion 2 is shorter than similar DCO applications. However, it is considered achievable though noting Natural England's concerns and experience. The programme is currently under review and any changes will be communicated accordingly.
12/11/2020	Final ToR	Natural England	Paragraph 2.3.20	Point 2.3.20 still incorrectly states two weeks rather than four weeks. 'Documentation required to be discussed at meetings and an agenda will be provided within two weeks of the arranged meeting where possible or 4 weeks if agreement or a response is being requested. All documentation provided under the Plan will be included as appendices to the Plan report'.	Yes	GoBe	This has been amended to four weeks.
12/11/2020	Final ToR	Natural England	Paragraph 2.3.23	We note this has been update to at least 4 weeks, but that the fact we will need to advise what is possible based on our current capacity has not been included. Whilst we will aim for 4 weeks our ability to meet this is dependant on our capacity at the time.	Yes	GoBe	The Applicant notes the resource constraints but requests that best endeavours are made to adhere to the agreed timeframe (four weeks) to ensure the timely inclusion of the advice into the application.
12/11/2020	Final ToR	Natural England	Paragraph 2.3.24	The text reads as 'The representatives must have the authority and technical expertise to ensure that any position formally agreed within the Evidence Plan process is an agreed corporate position and not the advice of the officer only. This may require that meeting minutes are ratified following the meeting and within four weeks of receipt.' This needs to read 'this will require' to reflect our comment.	Yes	GoBe	This has been amended within the text.
12/11/2020	Final ToR	Natural England	Section 3.1	The text reads 'Participants of the meeting are expected to be able to provide advice on behalf of their respective organisation within the meetings within their remits however it is noted that a formal organisation position may need to be provided after the meeting'. The expectation here does not reflect the comment made by Natural England. A position would need to be provided after the meeting, this is not something we would provide within the meeting.	Yes	GoBe	A cross reference has been added back to footnote 3 which states that a formal letter is required by some parties for any formal agreements
12/11/2020	Final ToR	Natural England	Footnote 14	It should be assumed this is the initial view of the officer in attendance and any agreement to a decision or opinion will be made in writing after the meeting, as we stated in our comments throughout the document.	Yes	GoBe	This footnote has been updated to cross refer back to footnote 3.
12/11/2020	Final ToR	Natural England	Paragraph 1.1.4	Natural England do not agree there is sufficient information in the plan for this to be the case (see comments above).		GoBe	This sentence has been deleted.

Date	Document	Relevant Parties	Section of Document	Comment	Action required	Responsible	Details of change or response to comment
12/11/2020	Final ToR	Natural England	Paragraph 1.1.7	This point has been added since the draft version. Natural England should be consulted on the site selection process.	No	GoBe	Noted. Natural England will be included as a relevant party on site selection process which will be undertaken outside of the Evidence Plan.
12/11/2020	Final ToR	Natural England	Paragraph 2.2.13	Given our recent discussions with the applicant, we would suggest this specifically mentions ancient woodland and veteran trees.	Yes	GoBe	Included in list.
12/11/2020	Final ToR	Natural England	Paragraph 2.2.16	Clarification needs to be provided on who 'parties' are in this section.	Yes	GoBe	Please see text amendment.
12/11/2020	Final ToR	Natural England	Paragraph 2.3.10	There may be situations where we do not feel it is appropriate for Natural England to attend a meeting if the relevant specialist is not able to be in attendance.	No	GoBe	It is requested by the Applicant, that the Case Officer should attend all meetings, as far as possible, which Natural England are invited to immaterial of the specialist officers availability. This is primarily to ensure consistent communication and to ensure that the Case Officer is aware of the latest project updates and information. If a specialist advisor is not available on the proposed dates, when availability is being sought, that this is communicated to Applicant to seek to accommodate this as far as possible.
13/11/2020	Final ToR	Historic England	N/A	On behalf of Rebecca and the team, <b>I can confirm that we have no further comments to make and will retain a copy for our records.</b>	No	GoBe	No action required - Agreement made.
13/11/2020	Final ToR	Highways England	Paragraph 2.2.11	The following policy documents should be considered in relation to Highways England and Strategic Roads Network: <ul style="list-style-type: none"> <li>• DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development</li> <li>• The Design Manual for Roads and Bridges (DMRB)</li> <li>• The Strategic Road Network, Planning for the future: A guide to working with Highways England on planning matters (September 2015)</li> </ul>	Yes	GoBe	These documents have been included in the Workstream 2 (onshore) legislation, policy and guidance list.
19/11/2020	Final ToR	South Downs National Park Authority	N/A	We are happy to <b>sign up to the Terms of Reference</b> and I have recorded these on our files.	No	GoBe	No action required - Agreement made.
20/11/2020	Final ToR	Mid-Sussex District Council	Paragraph 2.2.14	Mid-Sussex District Council wish to be included under Onshore Ecology and Landscape, Archaeology and Cultural Heritage ETGs.	Yes	GoBe	Updated as requested. Mid-Sussex District Council is now included under these ETGs.

# Appendix B

# Agreement Logs

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Date	Meeting Type / Document	Document Name / Additional Meeting Details	Relevant Parties	Relevant EIA topic(s)	Details of Agreement	Details of Disagreement	Action required	Responsible	Date Resolved	Details of Resolution/General Comments	Approved (party & date)
09/09/2020	Steering Group Meeting	First Steering Group Meeting to discuss the Evidence Plan Process (EPP)	Natural England (NE)	N/A	It was agreed that additional meetings will be set up with NE where necessary to cover any areas of a missed ETG that NE would like to provide feedback or raise a comment on.	N/A	Yes	GoBe	05/10/2020	Provide additional meeting for NE to discuss points raised and discussed within any missed Expert Topic Group (ETG) meetings.	
09/09/2020	Steering Group Meeting	First Steering Group Meeting to discuss the EPP	Planning Inspectorate (PINS)	N/A	PINS note that they are in agreement with the proposed EPP.	N/A	No	GoBe	N/A	Noted.	N/A
09/09/2020	Steering Group Meeting	First Steering Group Meeting to discuss the EPP	NE & Marine Management Organisation (MMO)	N/A	N/A	Both the MMO and NE disagree with the timescales proposed in the Terms of Reference (ToR). Both concur that the timescales for review should be 4-weeks, not the proposed 2-weeks.	Yes	GoBe	22/12/2020	ToR responses will be collated, and subject to confirmation the turnaround time for documents will be amended in the ToR to reflect this.	
09/09/2020	Steering Group Meeting	First Steering Group Meeting to discuss the EPP	NE & MMO	N/A	N/A	Both NE and the MMO were concerned with the wording in ToR in relation to PEIR and cut-off date for new evidence. NE and the MMO will need to present new evidence as and when it arises.	Yes	GoBe	22/12/2020	Wording within the ToR will need to be clarified to reflect this. Any further information on new evidence presented by NE or the MMO will be incorporated into the ES. If new conservation advice or scientific understanding needs to be applied after the final application date, then this would need to be addressed through the Examination phase. Need to	
09/09/2020	Steering Group Meeting	First Steering Group Meeting to discuss the EPP	South Downs National Park Authority (SDNPA)	N/A	N/A	Notification of these Steering Group and ETG workshops are to short. SDNPA does not feel 7 - 10 days is a long enough notification period.	Yes	GoBe	22/12/2020	A 'road map' of Steering Group and ETG meetings will be set for the rest of the year.	
16/03/2021	Steering Group Meeting	Second Steering Group Meeting	N/A	N/A	No agreements identified.	N/A	N/A	N/A	N/A	N/A	N/A



## Panel - Steering Group

Date	Meeting Type / Document	Document Name / Additional Meeting Details	Relevant Parties	Relevant EIA topic(s)	Details of Agreement	Details of Disagreement	Action required	Responsible	Date Resolved	Details of Resolution/General Comments	Approved (party & date)
16/03/2021	Steering Group Meeting	Second Steering Group Meeting	NE & West Sussex County Council (WSCC)	Onshore PEIR Assessment Boundary	N/A	NE and WSCC share concerns that if there is still significant optionality included this could make the PEIR a disproportionately large and time-consuming document for all parties to review.	Yes	Wood	N/A	It was noted in the meeting that it will be clear on how the assessment has taken the options into account, as this will vary from aspect to aspect.	
16/03/2021	Steering Group Meeting	Second Steering Group Meeting	NE & SDNPA	SLVIA	N/A	Both NE and SDNPA were concerned in relation to the Exclusion Zone of SLVIA. Particularly as issues were raised in relation to Rampion 1 OWF Exclusion Zone.	Yes	OpEn	N/A	Will be discussed further in the SLVIA ETG aspect on the 18th of March 2021.	
01/11/2021	Steering Group Meeting	Third Steering Group Meeting	N/A	N/A	No agreements identified.	No disagreements were identified.	No	N/A	N/A	N/A	N/A
05/09/2022	Steering Group Meeting	Fourth Steering Group Meeting	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A
06/02/2023	Steering Group Meeting	Fifth Steering Group Meeting	SDNPA & Sussex County Council	PEIR SIR Consultation	N/A	SDNPA and West Sussex County Council were concerned about the stakeholder consultation timing and press release for PEIR SIR in relation to planning commission sign off	Yes	RWE	N/A	Will be discussed in further ETG meetings	N/A
12/06/2023	Steering Group Meeting	Sixth Steering Group Meeting	South Downs & West Sussex County Council	SLVIA	No agreements identified.	Concern about the layout of the windfarm as it is still considered a significant adverse impact.	Yes	RWE	N/A	All the information will be presented in the worst-case scenario form	N/A

Date	Meeting Type / Document	Document Name / Additional Meeting Details	Relevant Parties	Relevant EIA topic(s)	Details of Agreement	Details of Disagreement	Action required	Responsible	Date Resolved	Details of Resolution/General Comments	Approved (party & date)
15/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss SLVIA methodology	All	SLVIA	Agreement of assessment study area.	N/A	Yes	OpEn		Noted.	
15/09/2020	ETG Meeting	First ETG Meeting to discuss SLVIA methodology	Natural England (NE)	SLVIA	N/A	NE disagreed with the requirement to refine the number of viewpoints down from 62.	Yes	OpEn		Rationale for viewpoint selection will be detailed in the Method Statement.	
15/09/2020	ETG Meeting	First ETG Meeting to discuss SLVIA methodology	South Downs National Park Authority (SDNPA)	SLVIA	SDNPA agreed that the assessment of those walking the South Downs Way and their relationship with sea views within the study area as a sensible approach, particularly the relationship to the Character Assessment.	N/A	N/A	OpEn	N/A	N/A	N/A
15/09/2020	ETG Meeting	First ETG Meeting to discuss SLVIA methodology	All	SLVIA	Agreement of data gathered for baseline / proposed for the SLVIA assessment considered acceptable.	N/A	N/A	OpEn	N/A	Noted.	
25/02/2021	Stakeholder Meeting	Progress Meeting with Natural England	NE	SLVIA	NE agree VP41 - Slindon Folly, VP44 - Old Winchester Hill and VP45 Catherington Windmill can be excluded.	N/A	Yes	OpEn	18/03/2021	NE will be discussing with SDNPA on 12/03/21 the following VPs: VP30 - Halnaker Hill, VP32 - Levin Down, VP53 - Amberley Mount, VP54 - Chantry Hill and VP58 - Wolstonbury Hill	
18/03/2021	ETG Meeting	Second ETG Meeting to discuss SLVIA methodology	NE	SLVIA		In relation to one than one worst-case scenario options. NE do not agree with the use of Extension Area only scenario in PEIR assessment, as it is beyond the AfL capped MW.	Yes	OpEn	28/04/2021	This was discussed further in the Additional SLVIA ETG on 28/04/2021. The 325m WTG worst-case scenario has since been agreed (see below).	
18/03/2021	ETG Meeting	Second ETG Meeting to discuss SLVIA methodology	NE & SDNPA	SLVIA		VP30 and VP54 worthy of inclusion.	Yes	OpEn	28/04/2021	Discussed and confirm in additional SLVIA ETG on 28/04/2021. VP30 and VP54 is now included.	
18/03/2021	ETG Meeting	Second ETG Meeting to discuss SLVIA methodology	West Sussex County Council (WSCC) & SDNPA	SLVIA		VP50 should be included.	Yes	OpEn	28/04/2021	VP 50 has been included in the SLVIA assessment.	
18/03/2021	ETG Meeting	Second ETG Meeting to discuss SLVIA methodology	N/A	SLVIA	Agreement of methodology. However additional VPs are requested.	N/A	N/A	OpEn	N/A	To discuss further at Additional follow-up SLVIA Meeting (28/04/21)	N/A
28/04/2021	ETG Meeting	Additional Targeted SLVIA ETG Meeting	NE, SDNPA, WSCC & National Trust	SLVIA	The 325m WTG worst-case scenario was agreed by all as acceptable. This worst-case scenario will be adopted at PEIR.	N/A	No	OpEn	N/A		
28/04/2021	ETG Meeting	Additional Targeted SLVIA ETG Meeting	NE, SDNPA, WSCC & National Trust	SLVIA	Adopted a further six VPs across the SDNP, which was all agreed by all.	N/A	Yes	OpEn	28/04/2021	VPs for inclusion: VP30 – Halnaker Hill, VP32 – Levin Down, VP41 – Slindon Folly, VP53 – Amberley Mount, VP54 – Chantry Hill and VP58 – Wolstonbury Hill	
28/04/2021	ETG Meeting	Additional Targeted SLVIA ETG Meeting	NE, SDNPA, WSCC & National Trust	SLVIA	All agreed to exclude VP44 and VP45.		No	OpEn	N/A		

Date	Meeting Type / Document	Document Name / Additional Meeting Details	Relevant Parties	Relevant EIA topic(s)	Details of Agreement	Details of Disagreement	Action required	Responsible	Date Resolved	Details of Resolution/General Comments	Approved (party & date)
28/04/2021	ETG Meeting	Additional Targeted SLVIA ETG Meeting	NE, SDNPA, WSCC & National Trust	SLVIA	All agreed a VP at East Wittering (VP A) would be required.		Yes	OpEn		Consideration of one or two points (VP B, C or D) potentially in this West Sussex coastal plain area, one within the coastal plain set back. Awaiting feedback from attendees on additional VPs.	
28/04/2021	ETG Meeting	Additional Targeted SLVIA ETG Meeting	WSCC & National Trust	SLVIA	Useful to include an inter-related VP at Climping Beach.		Yes	OpEn			
04/11/2021	ETG Meeting	Third ETG Meeting to discuss SLVIA methodology	ESCC	SLVIA	Agree to a targeted meeting on SLVIA	N/A	Yes	OpEn, RED	02/03/2022	Targeted Meeting with key stakeholders held to discuss key S42 comments.	
04/11/2021	ETG Meeting	Third ETG Meeting to discuss SLVIA methodology	Arun District Council	SLVIA	N/A	The relationship between tourism and SLVIA needs to be taken into account when looking at assessments and setting.	Yes	OpEn		Take that into consideration for the ES and ensure consistency.	
04/11/2021	ETG Meeting	Third ETG Meeting to discuss SLVIA methodology	ESCC & Brighton & Hove District Council	SLVIA	N/A	Do not agree with moderate impact of Brighton Seafront. The conservation officer was also concerned about the effect on the character and sensitivity of the whole seafront, conservation and tourism areas.	Yes	OpEn		To look at this as part of the ES but felt VP8 was representative of the worst-case. Assessed effects as high magnitude and significant.	
04/11/2021	ETG Meeting	Third ETG Meeting to discuss SLVIA methodology	Brighton & Hove District Council	SLVIA	N/A	Sensitivities which are fed into the overall conclusions, such as the magnitude of change alone, are of concern where we do not agree.	Yes	OpEn		To take a look at those sensitivities. Also consider a further/replacement VP at Marine Parade	
04/11/2021	ETG Meeting	Third ETG Meeting to discuss SLVIA methodology	WSCC	SLVIA	Welcome additional VPs, and the night-time photography work at set locations outside of the SDNPA	N/A	No	OpEn			
02/03/2022	ETG Meeting	Additional Targeted SLVIA ETG Meeting	SDNPA, NE & WSCC	SLVIA	In agreement the WCS for the purposes of ES are the larger turbines, as agreed previously.	N/A	No				
02/03/2022	ETG Meeting	Additional Targeted SLVIA ETG Meeting	SDNPA & NE	SLVIA	N/A	The 20km distance from the SDNP/Heritage Coast was in relation to much smaller turbines from Rampion 1 than those proposed for Rampion 2 WCS.	Yes	OpEn/RED		To consider remoteness of Rampion 2.	
02/03/2022	ETG Meeting	Additional Targeted SLVIA ETG Meeting	SDNPA	SLVIA	N/A	The breadth and width of spread when viewed from the Heritage Coast/SDNP has not been reduced. You are locating much larger turbines within that area.	Yes	OpEn/RED		To consider horizontal spread.	
02/03/2022	ETG Meeting	Additional Targeted SLVIA ETG Meeting	SDNPA & NE	SLVIA	N/A	Disagreeing on the timing of the Design Principles.	Yes	RED		To discuss what Design Principles should look like in the draft DCO and to discuss further with the RED team.	
02/03/2022	ETG Meeting	Additional Targeted SLVIA ETG Meeting	WSCC	SLVIA	Welcome VPs A-F and VP40 and are content with their positioning on the map and with the description in the table		Yes	OpEn		To provide baseline photographs of the exact VP locations before WSCC confirms.	

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02/03/2022	ETG Meeting	Additional Targeted SLVIA ETG Meeting	SDNPA	SLVIA	Broad agreement with regard to where the photography has been taken	Concerns remain in respect of the quality of the photography and the micro-siting.	Yes	OpEn		To confirm.	
02/03/2022	Targeted Meeting	Additional Targeted SLVIA ETG Meeting	SDNPA	SLVIA	N/A	Requirement to undertake a CIA to show the extra over effects of Rampion 2 to Rampion 1, combined as well as additional.	Yes	OpEn		To look at the combined total effects assessment	
02/03/2022	Targeted Meeting	Additional Targeted SLVIA ETG Meeting	SDNPA	SLVIA	N/A	Concern with downplaying magnitude and sensitivity.	Yes	OpEn		To review.	
11/05/2022	Targeted Meeting	Additional Targeted SLVIA ETG Meeting	Shoreham Airport, GoBe	SLVIA	Agreement for CAA timeline and process, and how it will not affect flying procedures	N/A	Yes	Shoreham Airport		To review.	
17/06/2022	ETG Meeting	Additional Targeted SLVIA ETG Meeting	RWE, Natural England, OpEn	SLVIA	N/A	NE requested width confirmation for turbine separation gaps		OpEn to send specific visualisations to Brighton and Hove			
16/09/2022	Targeted Meeting	Post S42 Consultation Aggregates meeting	N/A	SLVIA	N/A	N/A	N/A	N/A			
25/05/2023	Targeted Meeting	Targeted Aggregates Meeting with Cemex, Hanson Aggregates and Tarmac	N/A	SLVIA	N/A	N/A	N/A	N/A			

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15/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss LVIA methodology	All	LVIA	Agreement of assessment study area.	N/A	N/A	Wood	N/A	Noted.	N/A
15/09/2020	ETG Meeting	First ETG Meeting to discuss LVIA methodology	N/A	LVIA	N/A	No disagreements were identified.	N/A	Wood	N/A	N/A	N/A
15/09/2020	ETG Meeting	First ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	All	Onshore Archaeology and Cultural Heritage	Agreement of assessment study area.	N/A	N/A	Wood	N/A	Noted.	N/A
15/09/2020	ETG Meeting	First ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	All	Onshore Archaeology and Cultural Heritage	Agreement of data gathered for assessment.	N/A	N/A	Wood	N/A	Noted.	N/A
15/09/2020	ETG Meeting	First ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	West Sussex County Council (WSCC) & Historic England (HE)	Onshore Archaeology and Cultural Heritage	Both WSCC and HE agreed that the approach provided was reasonable and covered suggestions made by WSCC.	N/A	N/A	Wood	N/A	Noted.	N/A
15/09/2020	ETG Meeting	First ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	N/A	Onshore Archaeology and Cultural Heritage	N/A	No disagreements were identified.	N/A	Wood	N/A	N/A	N/A
18/03/2021	ETG Meeting	Second ETG Meeting to discuss LVIA methodology	All	LVIA	Agreement of data gathered for baseline considered acceptable for assessment.	N/A	N/A	Wood	N/A	Noted.	N/A
18/03/2021	ETG Meeting	Second ETG Meeting to discuss LVIA methodology	All	LVIA	Agreement of assessment approach.	N/A	N/A	Wood	N/A	Noted.	N/A
18/03/2021	ETG Meeting	Second ETG Meeting to discuss LVIA methodology	WSCC & Horsham District Council	LVIA	N/A	No disagreements were identified.	N/A	Wood	N/A	Noted.	N/A
18/03/2021	ETG Meeting	Second ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	N/A	Onshore Archaeology and Cultural Heritage	No agreements were identified.	N/A	N/A	Wood	N/A	N/A	N/A
18/03/2021	ETG Meeting	Second ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	N/A	Onshore Archaeology and Cultural Heritage	N/A	No disagreements were identified.	N/A	Wood	N/A	N/A	N/A
04/11/2021	ETG Meeting	Third ETG Meeting to discuss LVIA methodology	SDNPA	LVIA	Welcome consideration of hedgerows in their entirety.		N/A	Wood	N/A	Noted.	N/A
04/11/2021	ETG Meeting	Third ETG Meeting to discuss LVIA methodology	N/A	LVIA	N/A	No disagreements were identified.	N/A	Wood	N/A	N/A	N/A
04/11/2021	ETG Meeting	Third ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	N/A	Onshore Archaeology and Cultural Heritage	No agreements were identified.	N/A	N/A	Wood	N/A	N/A	N/A
04/11/2021	ETG Meeting	Third ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	N/A	Onshore Archaeology and Cultural Heritage	N/A	No disagreements were identified.	N/A	Wood	N/A	N/A	N/A
10/11/2022	ETG Meeting	Fourth ETG Meeting to discuss Onshore Archaeology and Cultural Heritage methodology	WSCC, SDNPA, H	Onshore Archaeology and Cultural Heritage		inadequate data is presented for access routes near high value heritage assets to state that no changes occur to levels of impact in comparison to PEIR	Further Survey work to be considered	Wood	N/A	N/A	N/A

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01/03/2023	ETG Meeting	Fifth ETG Meeting to discuss LVIA methodology	N/A	LVIA	N/A	No disagreements were identified.	N/A	N/A	N/A	N/A	N/A
21/03/2023	Targeted Meeting	Targeted Meeting to discuss LVIA methodology	WSCC, WSP	LVIA	Consideration of Lyminster Bypass in LVIA ES	N/A	N/A	N/A	N/A	N/A	N/A
14/06/2023	ETG Meeting	Sixth ETG Meeting to discuss LVIA methodology	HE	Historic Environmer	N/A	Concerned that it was a missed opportunity to not have put in place outreach events for the pubic regarding the mitigation programme and the C-225	Noted	N/A	N/A	N/A	N/A
14/06/2023	ETG Meeting	Sixth ETG Meeting to discuss LVIA methodology	SNDPA; WSCC; FLVIA		N/A	Disagreement on whether Trenchless crossings are viable as a form of mitigation and require further evidence	Input into technical note from engineering required	PM Team	TBC	Engineering and PM Team to input into existing method statement	RWE/TBC

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15/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss Marine Archaeology methodology	All	Marine Archaeology	Agreement of assessment study area.	N/A	N/A	Maritime Archaeology	N/A	Noted.	N/A
15/09/2020	ETG Meeting	First ETG Meeting to discuss Marine Archaeology methodology	N/A	Marine Archaeology	N/A	No disagreements were identified.	N/A	Maritime Archaeology	N/A	N/A	N/A
18/03/2021	ETG Meeting	Second ETG Meeting to discuss Marine Archaeology methodology	All	Marine Archaeology	Agreement of data gathered for baseline considered acceptable for assessment.	N/A	N/A	Maritime Archaeology	N/A	Noted.	N/A
18/03/2021	ETG Meeting	Second ETG Meeting to discuss Marine Archaeology methodology	All	Marine Archaeology	Agreement of assessment methodology.	N/A	N/A	Maritime Archaeology	N/A	Noted.	N/A
18/03/2021	ETG Meeting	Second ETG Meeting to discuss Marine Archaeology methodology	N/A	Marine Archaeology	N/A	No disagreements were identified.	N/A	Maritime Archaeology	N/A	N/A	N/A
04/11/2021	ETG Meeting	Third ETG Meeting to discuss Marine Archaeology methodology	N/A	Marine Archaeology	Agreement of assessment methodology.	N/A	N/A	Maritime Archaeology	N/A	N/A	N/A
04/11/2021	ETG Meeting	Third ETG Meeting to discuss Marine Archaeology methodology	N/A	Marine Archaeology	N/A	No disagreements were identified.	N/A	Maritime Archaeology	N/A	N/A	N/A
22/03/2022	Targeted Meeting	Additional Targeted Marine Archaeology Meeting	Historic England	Marine Archaeology	Inclusion of enhancement in commitments	N/A	Yes	Maritime Archaeology	31/03/2022	Enhancement wording considered in the commitments	
22/03/2022	Targeted Meeting	Additional Targeted Marine Archaeology Meeting	N/A	Marine Archaeology	N/A	No disagreements were identified.	N/A	Maritime Archaeology	N/A	N/A	N/A
16/06/2022	ETG Meeting	Fourth ETG Meeting to discuss Marine Archaeology methodology	N/A	Marine Archaeology	N/A	No disagreements were identified.	N/A	Maritime Archaeology	N/A	N/A	N/A



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17/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss the methodology for Physical Processes	All	Physical Processes	Agreement of assessment study area.	N/A	N/A	ABPmer	N/A	Natural England were not in attendance. Agreement will be confirmed at follow-up ETG on 13/10/2020.	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Physical Processes	All	Physical Processes	Agreement of data gathered for baseline considered acceptable for assessment.	N/A	N/A	ABPmer	N/A	Natural England were not in attendance. Agreement will be confirmed at follow-up ETG on 13/10/2020.	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Physical Processes	All	Physical Processes	Agreement of assessment approach/ methodology.	N/A	N/A	ABPmer	N/A	Natural England were not in attendance. Agreement will be confirmed at follow-up ETG on 13/10/2020.	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Physical Processes	N/A	Physical Processes	N/A	No disagreements were identified.	N/A	ABPmer	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	Natural England (NE)	Physical Processes	Agreement of assessment study area.	N/A	N/A	ABPmer	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	NE	Physical Processes	Agreement of data gathered for baseline considered acceptable for assessment.	N/A	N/A	ABPmer	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	NE	Physical Processes	Agreement of assessment approach/ methodology.	N/A	N/A	ABPmer	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	Physical Processes	N/A	No disagreements were identified.	N/A	ABPmer	N/A	N/A	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Physical Processes	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Physical Processes	Content with the modelling scenarios.	N/A	No	ABPmer	N/A	Noted.	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Physical Processes	N/A	Physical Processes	N/A	No disagreements were identified.	N/A	ABPmer	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Physical Processes	N/A	Physical Processes	No agreements were identified.	N/A	N/A	ABPmer	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Physical Processes	N/A	Physical Processes	N/A	No disagreements were identified.	N/A	ABPmer	N/A	N/A	N/A
26/05/2022	ETG Meeting	Fourth ETG Meeting to discuss the methodology for Physical Processes	N/A	Physical Processes	No agreements were identified.	N/A	N/A	N/A	N/A	N/A	N/A



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17/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss the methodology for the Water Framework Directive (WFD)	N/A	WFD	No agreements were identified.	N/A	N/A	GoBe	N/A	Would like to agree an approach for the WFD with the Environment Agency (EA).	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for the WFD	N/A	WFD	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	WFD	No agreements were identified.		N/A	GoBe	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	WFD		No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for the WFD	All	WFD	Agreement of study area.	N/A	N/A	GoBe	N/A	N/A	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for the WFD	Environment Agency (EA)	WFD	The EA agreed guidance provided in the WFD assessment was acceptable.	N/A	No	GoBe	N/A	Noted.	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for the WFD	All	WFD	Agreement of assessment approach.	N/A	N/A	GoBe	N/A	Noted.	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for the WFD	N/A	WFD		No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for the WFD	N/A	WFD	No agreements were identified.	N/A	N/A	GoBe	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for the WFD	N/A	WFD	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
03/03/2022	Targeted Meeting	Additional Targeted WFD Meeting	EA	WFD	Agreed that using the 2019 interim classification is currently the best option	N/A	N/A	GoBe	N/A	N/A	N/A
03/03/2022	Targeted Meeting	Additional Targeted WFD Meeting	EA	WFD	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
26/05/2022	ETG Meeting	Fourth ETG Meeting to discuss the methodology for the WFD	N/A	WFD	No agreements were identified.	N/A	N/A	GoBe	N/A	N/A	N/A

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17/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss Benthic Ecology methodology	All	Benthic Ecology	Agreement on assessment study area.	N/A	N/A	GoBe	N/A	N/A	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss Benthic Ecology methodology	All	Benthic Ecology	Agreement on data sources gathered for baseline considered acceptable for assessment.	N/A	N/A	GoBe	N/A	N/A	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss Benthic Ecology methodology	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Benthic Ecology	Cefas agree that EMF, noise and accidental pollution can be scoped out.	N/A	N/A	GoBe	N/A	N/A	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss Benthic Ecology methodology	Marine Management Organisation (MMO)	Benthic Ecology	The MMO agrees with Cefas that the justification to scope out operation EMF, noise and accidental pollution is satisfactory.	N/A	N/A	GoBe	N/A	Feedback provided from the MMO on 30/11/2020.	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss Benthic Ecology methodology	N/A	Benthic Ecology	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	Benthic Ecology	No agreements were identified.	N/A	N/A	GoBe	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	Benthic Ecology	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss Benthic Ecology methodology	Natural England (NE)	Benthic Ecology		NE noted that providing comment on the PEIR will be made more difficult without the full suite of data presented (i.e. including the benthic grab and subsea imaging survey data).	N/A	GoBe		Note that in PEIR assessment the predicted habitat map, although it is a model it is based on existing data for the wider area. The assessment will incorporate the subtidal results in the ES. For the purposes of PEIR there should be an appropriate level of characterisation, therefore the baseline will still be acceptable.	
24/03/2021	ETG Meeting	Second ETG Meeting to discuss Benthic Ecology methodology	N/A	Benthic Ecology	No agreements were identified.	N/A	N/A	GoBe	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss Benthic Ecology methodology	N/A	Benthic Ecology	No agreements were identified.	N/A	N/A	GoBe	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss Benthic Ecology methodology	N/A	Benthic Ecology	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
15/02/2022	Targeted Meeting	Additional Targeted Offshore Cable Corridor Meeting	N/A	Benthic Ecology	No agreements were identified.	N/A	NO	GoBe	N/A	N/A	N/A
15/02/2022	Targeted Meeting	Additional Targeted Offshore Cable Corridor Meeting	N/A	Benthic Ecology	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
14/04/2022	Targeted Meeting	Additional Targeted Sussex kelp restoration project meeting	Sussex Wildlife Trust; RWE	Benthic Ecology	N/A	Sharing of raw data requested, NDA needed to supply the raw data	Yes	RWE	N/A	N/A	N/A
26/05/2022	ETG Meeting	Fourth ETG Meeting to discuss Benthic Ecology methodology	Cefas, MMO, NE	Benthic Ecology	N/A	Concerns of cables passing through chalk feature and permanent habitat loss	Yes	GoBe	N/A	N/A	N/A

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17/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss Fish and Shellfish Ecology methodology	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Fish and Shellfish	N/A	Cefas are looking for an assessment to recognise why electromagnetic fields (EMFs) can be scoped out.	No	GoBe	30/11/2020	The Applicant agreed to scope in potential effects from EMF. The MMO agreed that the scoping in of effects from EMF on elasmobranch and electrosensitive species highlighted in the Scoping Opinion was appropriate.	MMO (30/1/2020)
17/09/2020	ETG Meeting	First ETG Meeting to discuss Fish and Shellfish Ecology methodology	The Seahorse Trust and Environment Agency	Fish and Shellfish	N/A	Both The Seahorse Trust and the Environment Agency note that additional trawl surveys are useful to inform fish populations.	No	GoBe	21/10/2020	A discussion was held on the key datasets being used to inform the baseline, in a follow up ETG meeting (21/10/2020). Cefas confirmed agreement that adequate information had been provided for the baseline characterisation, and that additional beam and otter trawls were not necessary. The MMO agreed the sources of literature, data and publications presented were appropriate for fisheries and fish ecology for the purpose of the EIA in a follow up ETG (30/11/2020). The MMO also agreed that no new fisheries surveys were required to inform the baseline characterisation. Natural England noted that it would defer to MMO/Cefas on whether additional surveys were required to define the baseline for fish and shellfish ecology.	Cefas (20/10/2020), MMO (30/11/2020)
17/09/2020	ETG Meeting	First ETG Meeting to discuss Fish and Shellfish Ecology methodology	Cefas	Fish and Shellfish - Underwater Noise	Cefas agree that in relation to underwater noise (impact of UXO) 10-15 dB sounds reasonable.	N/A	N/A	Subacoustech	N/A	The MMO provided further comment on 30/11/2020. The MMO believes that modelling the effect of noise abatement, such as a bubble curtain for example, <b>should be supported by evidence</b> (e.g. evidence to support a reduction in source level). Frequency component will also be an important factor to consider here. Most noise mitigation systems are more efficient at high frequencies (see Merchant and Robinson, 2020). Of relevance, previous measurements of pile-driving noise with and without bubble curtains are provided in Bellmann (2014).	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss Fish and Shellfish Ecology methodology	All	Fish and Shellfish	Agreement of study area and data gathered for the baseline is considered acceptable for assessment.	N/A	N/A	GoBe	N/A	Noted.	N/A
21/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	Cefas	Fish and Shellfish	Cefas agree that adequate information had been provided for the baseline characterisation and additional beam and otter trawls were not necessary. However this will need to be caveated with The Seahorse Trust.	N/A	Yes	GoBe		The Seahorse Trust left the EPP process on 04 November 2020. Cefas confirmed agreement that adequate information had been provided for the baseline characterisation, and that additional beam and otter trawls were not necessary. The MMO agreed the sources of literature, data and publications presented were appropriate for fisheries and fish ecology for the purpose of the EIA in a follow up ETG (30/11/2020). The MMO also agreed that no new fisheries surveys were required to inform the baseline characterisation. Natural England noted that it would defer to MMO/Cefas on whether additional surveys were required to define the baseline for fish and shellfish ecology.	Cefas (20/10/2020), MMO (30/11/2020)
21/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	Fish and Shellfish	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A

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27/11/2020	These are not meetings but responses to etg meeting	Rampion 2 Additional ETG Meeting Natural England Comments	Natural England (NE)	Fish and Shellfish	N/A	Conducting DDV surveys outside of the bream nesting season means that the survey outcomes will be limited to confirming only the presence of potential remnant nests, and cannot be relied upon to determine the presence or absence of bream nesting. NE will therefore not be in a position to agree with any conclusions on absence or extent of nesting black bream based on surveys undertaken in November, which will be based on a lack of visible active nests.	N/A	GoBe	N/A	Ongoing surveys and data will be collected to inform the characterisation of black sea bream in terms of habitat suitability and ecology.	N/A
27/11/2020	These are not meetings but responses to etg meeting	Rampion 2 Additional ETG Meeting Natural England Comments	NE	Fish and Shellfish	NE agree that seahorse should be included in the assessment.	N/A	N/A	GoBe	N/A	N/A	N/A
30/10/2020	These are not meetings but responses to etg meeting	Rampion 2 ETG Response	Marine Management Organisation (MMO)	Fish and Shellfish	MMO are satisfied that fishers would indeed be consulted with in relation shellfish landings.	N/A	N/A	Poseidon	N/A	MMO provided comments on the 30/11/2020. The information on shellfish landings will be provided in the Commercial Fisheries Chapter.	N/A
30/10/2020	These are not meetings but responses to etg meeting	Rampion 2 ETG Response	MMO	Fish and Shellfish	MMO agrees the source of literature, data and publications listed in the presentation slides are appropriate of fisheries and fish ecology for the purpose of the EIA.	N/A	N/A	GoBe	N/A	MMO provided comments on the 30/11/2020.	N/A
30/11/2020	These are not meetings but responses to etg meeting	Rampion 2 ETG Response	MMO	Fish and Shellfish	MMO agrees that no new fisheries surveys are required to inform the characterisation. However, as noted, this is caveated by adding that the MMO defers to Natural England and The Seahorse Trust regarding the need for any additional surveys for seahorses.	N/A	N/A	GoBe	N/A	MMO provided comments on the 30/11/2020. Natural England provided comments on the 27/11/2020 and note that Natural England defer to MMO/Cefas on whether additional surveys are required. This excludes black seabream.	N/A
30/11/2020	These are not meetings but responses to etg meeting	Rampion 2 ETG Response	MMO	Fish and Shellfish	MMO agree that scoping in effects of EMF on elasmobranch and electro-sensitive fish is appropriate.	N/A	N/A	GoBe	N/A	MMO provided comments on the 30/11/2020.	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss Fish and Shellfish Ecology methodology	Sussex IFCA	Fish and Shellfish	No further site-specific fish and shellfish surveys studies required now as consensus has been reached and Sussex IFCA defer to other statutory authorities.	N/A	No	GoBe	N/A	Noted. All now agree to assessment methodology, however Natural England disagree with use of precautionary approach for black bream (see below).	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss Fish and Shellfish Ecology methodology	NE	Fish and Shellfish	NE agreed that assuming potential nests where the depth of surface veneers of sediment are suitable was a suitable precautionary approach, however need to include consideration of why Kingmere MCZ area is of particular importance to bream.	N/A	No	GoBe	24/03/2021	MCZ is recognised as being important for bream, and the project will avoid direct interaction with the site, but we do have to make assumptions about the wider area in taking this approach.	N/A

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24/03/2021	ETG Meeting	Second ETG Meeting to discuss Fish and Shellfish Ecology methodology	Cefas	Fish and Shellfish	Agree the sediment habitat approach may be a useful tool to help characterise black bream habitat distribution in the vicinity of the project.		N/A	GoBe	N/A	N/A	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss Fish and Shellfish Ecology methodology	Cefas & NE	Fish and Shellfish	Agreed to approach in relation to underwater noise thresholds. Noted using different threshold for a different receptor is useful. NE defer to MMO/Cefas.		N/A	GoBe	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss Fish and Shellfish Ecology methodology	Cefas & Sussex IFCA	Fish and Shellfish	N/A	Seabass should be included in the UWN assessment	No	GoBe	N/A	Seabass have now been included in the UWN assessment in the Fish and shellfish ecology ES chapter.	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss Fish and Shellfish Ecology methodology	N/A	Fish and Shellfish	No agreements were identified.	N/A	N/A	GoBe	N/A	N/A	N/A
15/02/2022	Targeted Meeting	Additional Targeted Offshore Cable Corridor Meeting	NE & MMO/Cefas	Fish and Shellfish	Agree with seasonal restriction for black seabream during cable installation.	N/A	NO	GoBe	N/A	N/A	N/A
15/02/2022	Targeted Meeting	Additional Targeted Offshore Cable Corridor Meeting	N/A	Fish and Shellfish	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
24/02/2022	Targeted Meeting	Additional Targeted UWN Mitigation Meeting	NE, Cefas & SWT	Fish and Shellfish	N/A	The general comparison between black seabream and the proxy seabass is a critical concern and increases the uncertainty. A more precautionary approach should be called for.	Yes	Subacoutech/GoBe		A more precautionary disturbance threshold was put forward by the Applicant than had previously been discussed, upon which to benchmark mitigation options (141dB SELss). The MMO (as advised by Cefas) confirmed that it was comfortable with the use of this noise level to inform the impact assessment but advised that discussions with Natural England would be required regarding mitigation.	MMO (12/09/2023)
24/02/2022	Targeted Meeting	Additional Targeted UWN Mitigation Meeting	N/A	Fish and Shellfish	No agreements were identified.	N/A	N/A	GoBe	N/A	N/A	N/A
26/05/2022	ETG Meeting	Fourth ETG Meeting to discuss Fish and Shellfish Ecology methodology	NE	Fish and Shellfish	N/A	Disagree with GoBe's interpretation of 2016 Black Bream study as it only represents one level of noise	No	GoBe	N/A	A more precautionary disturbance threshold was put forward by the Applicant than had previously been discussed, upon which to benchmark mitigation options (141dB SELss). The MMO (as advised by Cefas) confirmed that it was comfortable with the use of this noise level to inform the impact assessment but advised that discussions with Natural England would be required regarding mitigation.	MMO (12/09/2023)
12/09/2022	Targeted Meeting	Underwater noise Black Bream	MMO	Fish and Shellfish	n/a	Do not agree with use of 141dB threshold for noise	No	GoBe	N/A	A more precautionary disturbance threshold was put forward by the Applicant than had previously been discussed, upon which to benchmark mitigation options (141dB SELss). The MMO (as advised by Cefas) confirmed that it was comfortable with the use of this noise level to inform the impact assessment but advised that discussions with Natural England would be required regarding mitigation.	MMO (12/09/2023)

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12/09/2022	Targeted Meeting	Underwater noise Black Bream	Natural England	Fish and Shellfish	n/a	Natural England do not agree with use of 141dB threshold for noise	respond to c GoBe	N/A	N/A	The Applicant maintain that a piling restriction through the entirety of the March to July period would have significant issues for the practical development of Rampion 2. The Applicant has however made a commitment to utilising at least one or a combination of offshore piling noise mitigation technologies during the breeding season of black seabream (March to July), to deliver noise attenuation with the aim to reduce predicted impacts to sensitive receptors at relevant MCZ. The Applicant has undertaken a zoning exercise to inform seasonal and spatial piling restrictions across the offshore array area, whereby at least one or a combination of offshore piling noise mitigation technologies during the breeding season of black seabream can be utilised, to deliver noise attenuation with the aim to reduce predicted impacts to sensitive receptors at relevant MCZ.	Remains open
30/03/2023	Targeted Meeting	Underwater noise Black Bream	RED, NE, GoBe	Fish and Shellfish	N/A	RED's disagreement with 135dB threshold for noise	Written response provided by Naturescot in response to GoBe	N/A	N/A	The Applicant maintain that a piling restriction through the entirety of the March to July period would have significant issues for the practical development of Rampion 2. The Applicant has however made a commitment to utilising at least one or a combination of offshore piling noise mitigation technologies during the breeding season of black seabream (March to July), to deliver noise attenuation with the aim to reduce predicted impacts to sensitive receptors at relevant MCZ. The Applicant has undertaken a zoning exercise to inform seasonal and spatial piling restrictions across the offshore array area, whereby at least one or a combination of offshore piling noise mitigation technologies during the breeding season of black seabream can be utilised, to deliver noise attenuation with the aim to reduce predicted impacts to sensitive receptors at relevant MCZ.	Remains open



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17/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss the methodology for Nature Conservation	All	Nature Conservation	Agreement on assessment study area.	N/A	N/A	GoBe	N/A	N/A	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Nature Conservation	All	Nature Conservation	Agreement of data gathered for baseline considered acceptable for assessment..	N/A	N/A	GoBe	N/A	N/A	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Nature Conservation	The Wildlife Trusts (TWT)	Nature Conservation	TWT agrees with the approach to the Marine Conservation Zone (MCZ) assessment, however not a huge amount of guidance.	N/A	N/A	GoBe	N/A	N/A	N/A
17/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Nature Conservation	N/A	Nature Conservation	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	All	Nature Conservation	Agreement of assessment study area	N/A	N/A	GoBe	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	Nature Conservation	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Nature Conservation	All	Nature Conservation	Agreement of assessment approach / methodology.	N/A	N/A	GoBe	N/A	Noted.	N/A
24/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Nature Conservation	N/A	Nature Conservation	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Nature Conservation	NE	Nature Conservation	N/A	Did not agree with the approach to this chapter - lots of inconsistencies	N/A	GoBe	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Nature Conservation	N/A	Nature Conservation	No agreements were identified.	N/A	N/A	GoBe	N/A	N/A	N/A
26/05/2022	ETG Meeting	Fourth ETG Meeting to discuss Nature Conservation methodology	NE	Nature Conservation	N/A	No disagreements were identified.	N/A	GoBe	N/A	N/A	N/A

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18/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss the methodology for Offshore Ornithology	All	Ornithology	Agreement of study area and data gathered for the baseline is considered acceptable for assessment.	N/A	N/A	APEM	N/A	Noted.	N/A
18/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Offshore Ornithology	N/A	Ornithology	N/A	No disagreements were identified.	N/A	APEM	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	Ornithology	No agreements were identified.	N/A	N/A	APEM	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	Ornithology	N/A	No disagreements were identified.	N/A	APEM	N/A	N/A	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Offshore Ornithology	All	Ornithology	Agreement of assessment methodology	N/A	N/A	APEM	N/A	Noted.	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Offshore Ornithology	Natural England (NE) & Sussex Ornithological Society (SOS)	Ornithology	N/A	NE and SOS concerned with not having the full dataset for PEIR. This decision will lead to the unsatisfactory situation in which we can only comment on an incomplete document.	Yes	APEM		In terms of the baseline data available at this stage, fully update the data for the ES and updating all the assessments and conclusions. Not using the preliminary data to form final conclusions, if anything comes out differently in the final ES that will be raised.	
02/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Offshore Ornithology	N/A	Ornithology	No agreements were identified.	N/A	N/A	APEM	N/A	N/A	N/A
02/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Offshore Ornithology	N/A	Ornithology	N/A	No disagreements were identified.	N/A	APEM	N/A	N/A	N/A
12/04/2022	ETG Meeting	Fourth ETG Meeting to discuss the methodology for Offshore Ornithology	N/A	Ornithology	No agreements were identified.	N/A	N/A	APEM	N/A	N/A	N/A
22/09/2022	Targeted Meeting	Kittiwake Strategic Compensation Mee Alderney Wildlife trust and State of Guernsey project update	NE; GoBe	Ornithology	Agreement on difficulty to find appropriate and proportionate measures for the compensation for kittiwakes (if required).	N/A	N/A	APEM	N/A	N/A	N/A
15/05/2023	Targeted Meeting	Kittiwake Strategic Compensation Mee Alderney Wildlife trust and State of Guernsey project update	N/A	Ornithology	N/A	No disagreements were identified.	N/A	APEM	N/A	N/A	N/A



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18/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss the methodology for Marine Mammals	N/A	Marine Mammals	N/A	No disagreements were identified.	N/A	SMRU Consulting	N/A	N/A	N/A
18/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Marine Mammals	All	Marine Mammals	Agreement of study area and data gathered for the baseline is considered acceptable for assessment.	N/A	N/A	SMRU Consulting	N/A	Noted.	N/A
18/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Marine Mammals	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Marine Mammals	Agrees that the noise impact assessment methodology is reasonable and all in line with previous developments.	N/A	N/A	SMRU Consulting	N/A	Noted.	N/A
18/09/2020	ETG Meeting	First ETG Meeting to discuss the methodology for Marine Mammals	Cefas	Marine Mammals	Agreement that assessment of temporary threshold shift (TTS) will include presentation of TTS-onset impact ranges and an estimation of the number of animals within this range, but will not present magnitude/ sensitivity and overall impact significance scores.	N/A	N/A	SMRU Consulting	N/A	Approach taken forward in assessment	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	N/A	Marine Mammals	N/A	No disagreements were identified.	N/A	SMRU Consulting	N/A	N/A	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	Natural England (NE)	Marine Mammals	NE agrees with Cefas that TTS-onset impact ranges and number of animals in impact ranges but will not present magnitude/sensitivity and overall impact significance scores.	N/A	N/A	SMRU Consulting	N/A	Approach taken forward in assessment	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	NE	Marine Mammals	NE agrees that data sources provided are reasonable.	N/A	N/A	SMRU Consulting	N/A	18/09/2020, that they believed the data sources were sufficient but needed to defer to NE prior to agreement.	N/A
13/10/2020	ETG Meeting	Additional One-to-One ETG Meeting	NE	Marine Mammals	Agrees that the noise impact assessment methodology is reasonable.	N/A	N/A	SMRU Consulting	N/A	MMO have also agreed this approach is reasonable in the ETG on 18/09/2020.	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Marine Mammals	NE	Marine Mammals	NE agreed to inclusion of new dose-response curve for assessment.	N/A	No	SMRU Consulting	N/A	Noted. Dose-response curve added to assessment	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Marine Mammals	All	Marine Mammals	Agreement of assessment methodology.	N/A	No	SMRU Consulting	N/A	Noted.	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Marine Mammals	N/A	Marine Mammals	N/A	No disagreements were identified.	N/A	SMRU Consulting	N/A	N/A	N/A

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02/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Marine Mammals	NE	Marine Mammals	We concur with the applicant's proposal to screen out pathways from the CEA where the significance of the impact from the project alone is negligible. Where the significance of the impact from the project alone is minor, the applicant should provide further information if they want to screen out this pathway from the CEA.	N/A	No	SMRU Consulting	N/A	Confirmation provided by Natural England in the following meeting	NE 07/01/22
02/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Marine Mammals	N/A	Marine Mammals	N/A	No disagreements were identified.	N/A	SMRU Consulting	N/A	N/A	N/A
12/04/2022	ETG Meeting	Fourth ETG Meeting to discuss the methodology for Offshore Ornithology	N/A	Marine Mammals	No agreements were identified.	N/A	N/A	SMRU Consulting	N/A	N/A	N/A

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18/09/2020	Expert Topic Group (ETG) Meeting	First ETG Meeting to discuss the Habitats Regulations Assessment (HRA) methodology	All	Offshore HRA	Agreement of study area and data gathered for the baseline is considered acceptable for assessment.	N/A	N/A	GoBe	N/A	Noted.	N/A
18/09/2020	ETG Meeting	First ETG Meeting to discuss the HRA methodology	N/A	Offshore HRA	N/A	No disagreements identified	N/A	GoBe	N/A	N/A	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the HRA methodology	Natural England (NE)	Offshore HRA	NE welcome the use of species-specific mean maximum foraging range + 1 standard deviation (Mean Max +1SD), as presented in Woodward et al. (2019).	N/A	N/A	GoBe	N/A	Noted.	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the HRA methodology	Natural England (NE)	Offshore HRA	NE are content with how onshore receptors and supporting habitats have been screened into the assessment.	N/A	N/A	GoBe	N/A	Noted.	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the HRA methodology	The Wildlife Trust (TWT)	Offshore HRA	TWT agree with all the sites chosen to include in the screening exercise for marine mammals and agree with the conclusion as well.	N/A	No	GoBe	N/A	Noted.	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the HRA methodology	All	Offshore HRA	Agreement of assessment methodology.	N/A	No	GoBe	N/A	Noted.	N/A
26/03/2021	ETG Meeting	Second ETG Meeting to discuss the HRA methodology	N/A	Offshore HRA	N/A	No disagreements identified	N/A	GoBe	N/A	N/A	N/A
02/11/2021	ETG Meeting	Third ETG Meeting to discuss the HRA methodology	N/A	Offshore HRA	No agreements identified	N/A	N/A	GoBe	N/A	N/A	N/A
02/11/2021	ETG Meeting	Third ETG Meeting to discuss the HRA methodology	N/A	Offshore HRA	N/A	No disagreements identified	N/A	GoBe	N/A	N/A	N/A
12/04/2022	ETG Meeting	Fourth ETG Meeting to discuss the methodology for Offshore Ornithology	N/A	Offshore HRA	No agreements were identified.	N/A	N/A	APEM	N/A	N/A	N/A

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27/10/2020	Expert Topic Group meeting	Meeting to discuss traffic and transport-related scoping comments, methodology, assessment scope and key datasets	N/A	Traffic	No agreements identified	No disagreements identified	N/A	N/A	N/A	N/A	N/A
16/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Traffic/Transport	N/A	Transport	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
11/05/2022	Project Update Meeting	Project Update meeting to discuss Civil and Aviation Consultation Process	Shoreham Airport; GoBe	Civil and Military Aviation	Timescales for consultation agreed	N/A	No	N/A	N/A	N/A	N/A
04/11/2021	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	WSCC	Traffic survey	An agreement was reached with WSCC that all traffic count data older than 2018 will be re-surveyed.	N/A	No	N/A	meeting held on 14 October 2021	N/A	N/A
04/11/2021	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	WSCC	Traffic generation	WSCC agreement that a detailed Traffic Generation Technical Note will be provided at DCO Application to address S42 consultation comments	N/A	No	N/A	meeting held on 14 October 2021	N/A	N/A
04/11/2021	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	National Highways	Crew support vessels	N/A	– more detail is required on onshore traffic generation	N/A	N/A	N/A	N/A	N/A
04/11/2021	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	National Highways	A27 Arundel Bypass	N/A	need to consider any design and construction implications on the A27 Arundel Bypass scheme	N/A	N/A	N/A	N/A	N/A
04/11/2021	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	National Highways	Outline Travel Plan	N/A	Outline Travel Plan is required and there is a need to encourage sustainable transport during the construction phase	N/A	N/A	N/A	N/A	N/A

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25/11/2022	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	N/A	Transport	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A
28/11/2022	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	N/A	Transport	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
21/02/2023	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	N/A	Transport	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A
19/04/2023	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	N/A	Transport	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
20/06/2023	ETG Meeting	ETG Meeting to discuss the methodology for Traffic/Transport	N/A	Transport	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A
13/07/2023	Targeted meeting	Meeting to discuss traffic modelling methodology, temporary construction accesses and visibility splays	N/A	Transport	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
20/07/2023	Targeted meeting	Meeting to discuss provision of data, PRoWMP/CTMP, HG V routing and impacts to the South Downs Way	N/A	Transport	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A

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27/10/2020	Expert Topic Group meeting	Meeting to discuss the air quality scope, the proposed methodology, the proposed study area and key data sets	N/A	Air Quality	No agreements identified	No disagreements identified	N/A	N/A	N/A	N/A	N/A
16/03/2021	Expert Topic Group meeting	Meeting to provide an update since Scoping/last ETG meeting, to present changes to scope, initial PEIR findings and next steps.	N/A	Air Quality	No agreements identified	No disagreements identified	N/A	N/A	N/A	N/A	N/A
04/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Air Quality	N/A	Air Quality	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A
17/11/2022	ETG Meeting	Fourth ETG Meeting to discuss the methodology for Air Quality	N/A	Air Quality	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
02/03/2023		Fifth ETG Meeting to discuss the methodology for Air Quality	N/A	Air Quality	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
16/06/2023	ETG meeting	Sixth ETG meeting to discuss Air Quality	N/A	Air Quality	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
29/06/2023	Targeted meeting	To discuss AQ Mitigation Strategy	Horsham District Council, SDNPA	Air Quality	N/A	stakeholders disagreed with position that AQ mitigation strategy not necessary for the Proposed Development	Development of AQ mitigation strategy to support the DCO application	Ioanna Gegisian	07/07/2023	RWE took decision to produce an AQ mitigation strategy to avoid risk at examination	Approved/RWE (Nicholas Coombes)/06/07/23

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28/10/2020	Expert Topic Group meeting	Meeting to discuss the scope of the soils and agriculture assessment, the survey methodology and types of outputs expected.	N/A	Soils and agriculture	No concerns raised	No concerns raised	N/A	N/A	N/A	N/A	N/A
23/03/2021	Expert Topic Group meeting	Meeting to provide an update since scoping and the last ETG meeting and to present next steps.	N/A	Soils and agriculture	No concerns raised	No concerns raised	N/A	N/A	N/A	N/A	N/A
03/11/2021	Expert Topic Group meeting	Third ETG meeting to discuss Soils and Agriculture	N/A	Soils and agriculture	No concerns raised	No concerns raised	N/A	N/A	N/A	N/A	N/A
21/11/2022	ETG Meeting soils and ground conditions	Fourth ETG Meeting to discuss Soils and Agriculture	N/A	Soils and agriculture	N/A	No concerns raised	N/A	N/A	N/A	N/A	N/A
02/03/2023	ETG Meeting soils and ground conditions	Fifth ETG meeting to discuss Soils and Agriculture	WSCC, ADC, EA, SDNPA	Soils and agriculture	N/A	No concerns raised	N/A	N/A	N/A	N/A	N/A
16/06/2023	ETG Meeting soils and ground conditions	Sixth ETG meeting to discuss Soils and Agriculture	N/A	Soils and agriculture	N/A	No concerns raised	N/A	N/A	N/A	N/A	N/A

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27/10/2020	Expert Topic Group meeting	Meeting to discuss the scope of the socio-economics assessment, key data sets and the proposed methodology	N/A	Socioeconomics	No agreements identified	No disagreements identified	N/A	N/A	N/A	N/A	N/A
16/03/2021	Expert Topic Group meeting	Meeting to provide an update since Scoping/last ETG meeting, to provide a high-level summary of baseline data collection and to discuss on any comments received/ or raised during meeting on the Method statement.	N/A	Socioeconomics	No agreements identified	No disagreements identified	N/A	N/A	N/A	N/A	N/A
04/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Socioeconomics	N/A	Socioeconomics	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A
25/11/2022	ETG Meeting	ETG Meeting to discuss the methodology for Socioeconomics	N/A	Socioeconomics	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
28/11/2022	ETG Meeting	ETG Meeting to discuss the methodology for Socioeconomics	N/A	Socioeconomics	No agreements identified	No disagreements identified	N/A	N/A	N/A	N/A	N/A
21/02/2023	ETG Meeting	ETG Meeting to discuss the methodology for Socioeconomics	N/A	Socioeconomics	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
20/06/2023	ETG Meeting	ETG Meeting to discuss the methodology for Socioeconomics	N/A	Socioeconomics	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A



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27/10/2020	Expert Topic Group meeting	Meeting to discuss the scope of the the noise and vibration assessment, the proposed assessment methodology and data sets	West Sussex County Council	Noise and vibration	No agreements identified	No disagreements identified	N/A	N/A	N/A	N/A	N/A
16/03/2021	ETG Meeting	Second ETG Meeting to discuss the methodology for Noise and Vibration	SNDPA; WSP	Noise & Vibration/ Socioeconomics and landscape	N/A	SNDPA wishes to discuss the impacts of tranquility	further discussion necessary	WSP			
04/11/2021	ETG Meeting	Third ETG Meeting to discuss the methodology for Noise and Vibration	N/A	Noise & Vibration	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A
17/11/2022	ETG Meeting	Fourth ETG Meeting to discuss the methodology for Noise and Vibration	WSP; SNDPA	Noise & Vibration	SNDPA invited cooperation in regard to the way in which tranquility data is referenced	N/A	Further discussion arranged	WSP	N/A	N/A	N/A
17/11/2022	ETG Meeting	Fourth ETG Meeting to discuss the methodology for Noise and Vibration	WSP; WSCC	Noise & Vibration	N/A	Requested further information on the justification of the determination of receptors noise level monitoring	Further email correspondence arranged	WSP	N/A	N/A	N/A
02/03/2023	ETG Meeting	Fifth ETG Meeting to discuss the methodology for Noise and Vibration	N/A	Noise & Vibration	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
16/06/2023	ETG Meeting	Sixth ETG meeting to discuss noise and vibration	N/A	Noise & Vibration	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A

Date	Meeting Type / Document	Document Name / Additional Meeting Details	Relevant Parties	Relevant EIA topic(s)	Details of Agreement	Details of Disagreement	Action required	Responsible	Date Resolved	Details of Resolution/General Comments	Approved (party & date)
28/10/2020	Expert Topic Group meeting	Meeting to discuss the scope of the water environment assessment, the study area, scoping opinion comments, the assessment methodology, the WFD assessment, receptors and flood risk assessment methodology.	Environment Agency	Water environment	No specific feedback provided. The EA asked if the DCO would include a draft watercourse crossing schedule, and the applicant confirmed this would be the case at PEIR/ES.  The EA and WSCC also noted that Environmental Permits and Ordinary Watercourse Crossings would need to be considered as part of the DCO Application, and the applicant again confirmed this would be the case in the ES as part of the environmental measures section of the chapter.  The EA also requested that consideration is given to any potential effects from the Proposed Development on SPZs (for example Patching SPZ) on groundwater levels and associated public water supplies within the Chalk aquifer. The applicant agreed to this and consideration and assessment is presented in the water environment and its technical appendices, including a detailed water environment information report and the hydrogeological risk assessment. This included the scoping back in of potential effects on groundwater levels from the onshore temporary construction corridor in the water environment chapter to address this point.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach which was presented to the EA, WSCC and other key stakeholders	N/A
23/03/2021	Expert Topic Group meeting	Meeting to present the PEIR water environment chapter structure and to present the flood risk elements including flood risk sources and embedded measures.	Environment Agency	Water environment	The applicant presented details of how constraints including public water supplies and flood risk areas had been taken into account as part of ongoing design evolution and presented details on embedded environmental measures. This related to works in the floodplain, watercourse crossing methodologies, appropriate standoff distances and stockpile management, dewatering and treatment, protection of water supplies, pollution prevention and remediation. No specific feedback was given on this information.  Support was expressed by the EA for the approach of sizing temporary culverts based on nearby culverts located up or downstream. In a subsequent email exchange following the meeting Tom Wickens from the EA also queried the wording on a slide relating to the protection of PWSs. In response the team emailed and clarified the specific wording and cited measures for avoidance and protection of these features.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach which was presented to the EA, WSCC and other key stakeholders	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to discuss Hydrology and water Environment	N/A	Water Environment	The meeting covered the most pertinent feedback from stakeholders in relation to feedback on the first statutory consultation exercise. This included comments from the EA in relation to the aquatic environment, in particular the need to give due recognition to any migratory fish and potential effects from damming and dewatering, as well as consideration of appropriate mitigation measures and site specific crossing methodologies to reduce any risk. In response the applicant noted that biodiversity watercourse crossing surveys had been carried out as part of the terrestrial ecology assessment and that site-specific trenchless crossing had also been incorporated at a crossing near Bunton to minimise potential effects. The applicant presented other mitigation drafted up to account for screening of pumps and seasonal timings. The applicant also covered how at the ES they were incorporating some additional baseline information such as SDNPA data on Chalk streams and dew ponds, and Environment Agency default SPZs for private water supplies (PWSs), all of which were requested by those stakeholders.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to the EA, SDNPA and other key stakeholders	N/A
22/11/2022	ETG Meeting	Fourth ETG Meeting to discuss Hydrology and Water Environment	N/A	Water Environment	The meeting covered relevant updates on the design evolution since the original PEIR. This included the consideration of the alternatives and modifications outlined in the second statutory consultation exercise, site-specific mitigation at the more sensitive watercourse crossings (at one identified coarse fishery location near Bunton and several Chalk streams), and the ongoing development of the indicative drainage strategy at the Oakdene onshore substation. The meeting also covered the findings of the PEIR Supplementary Information Report (SIR) published as part of the second statutory consultation exercise and embedded environmental measures in relation to groundwater protection and the aquatic environment. At the fourth ETG meeting, the Environment Agency acknowledged the measures as being generally acceptable.  WSCC also noted that at Hammerpot and Poling historic flooding had been a problem and ADC and WSCC agreed to share information on this matter. This has accordingly been incorporated into the Flood Risk Assessment (FRA) at the ES stage.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to the Environment Agency, West Sussex County Council and other key stakeholders	N/A
07/03/2023	ETG Meeting	Fifth ETG Meeting to discuss Hydrology and Water Environment	N/A	Water Environment	The meeting covered updates on the Hydrogeological Risk Assessment including initial conceptualisation work and site survey results. The consultation feedback from the PEIR Supplementary Information Report (SIR) was also presented along with the findings of further assessment and additional environmental measures to address specific comments from stakeholders such as the EA, and Southern Water. The preliminary findings of the FRA were presented to West Sussex County Council, Arun District Council and Poling Parish Council in relation to sources of baseline flood risk between Poling and Hammerpot, and a suite of existing embedded flood risk management measures were discussed to illustrate that the Proposed Development would not increase flood risk in the area. Other commitments were put forward for ground investigation at the landfill to inform detailed design of apparatus, and for a post DCO watching brief around karstic solution features within a target area north of Hammerpot. These environmental measures were well received by Poling Parish Council, the Environment Agency and Southern Water respectively.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to the EA, Southern Water, WSCC, Arun DC, Poling Parish Council and other key stakeholders	N/A
22/06/2023	ETG Meeting	Sixth ETG Meeting to discuss Hydrology and Water Environment	N/A	Water Environment	The draft conclusions of the water environment assessment were presented to cover any outstanding comments that were received in relation to the PEIR Further Supplementary Information Report (FSIR). This included some final information on the embedded environmental measures that have been incorporated into the Proposed Development and clarification on proposals in the River Arun floodplain. It also included confirmation of several of minor road upgrade proposals along Michelgrove Lane within Patching SPZ1 and presentation of specific embedded measures to help minimise any risks posed towards groundwater. Tom Wickens from the EA noted that the wording of one of these measures should be tweaked so that the seasonal timing of passing place construction is amended slightly given that high groundwater levels are likely in March. The applicant agreed to amend the wording accordingly, and this has been done in the final version of the ES.  The meeting also covered considerations in relation to water neutrality policy which had been queried by WSCC and Natural England at the fifth ETG meeting (on 7 March 2023). WSCC had noted that all developments within the Sussex North Zone need to demonstrate that there will be no increase in water usage, and that any additional water usage must be offset, including staff welfare facilities at the onshore substation during the operation and maintenance phase. WSCC have requested that a water neutrality statement is undertaken for the Proposed Development. RED have since presented further information in relation to water neutrality in the water environment chapter and Report to Inform Appropriate Assessment. This includes a range of steps to ensure that Rampion 2 will align accordingly with available neutrality guidelines, as requested by WSCC. High level information on mitigation measures is presented in Section 26.7 of the Rampion 2 water environment chapter. These mitigations are secured by a DCO requirement, so that further work can be progressed once the detailed design of the substation has been developed, and the strategic scheme established.  Mathew Porter at Horsham District Council provided some follow up comments on the wording of C-260 which have been taken into account as part of the final ES wording.	Mathew Porter at Horsham District Council picked up from the slides that substation toilets will be connected to the mains.  Mathew followed this up with the following: i) "To demonstrate Water Neutrality of HRA AA purposes, that the toilets should not connect to mains. They must be portacabins. Any increase in water usage needs to be offset. Even a negligible impact cannot be accepted." and ii) "the DCO will need to be accompanied with a water neutrality statement that provides confirmation of either use of portacabins or full details of the water recycling and recycling system, which will need to address grey/potable usage through UV filtering/ It will need to be demonstrated the harvesting system provides sufficient yield to cover all water usage from operational phase with headroom." On point i) about portacabins in the water environment chapter they are presented within that range of options being considered going forwards. The applicant notes however that portacabins themselves though wouldn't be without their own issues, namely because the substation will be in place for a very long time (approximately 30 years), would be less favourable from other points of view due to their visual appearance, and because the transporting and importing/exporting of water is overall less sustainable when looking at it from a wider perspective. The other thing which they wouldn't be a feasible solution for is 'fire control', which for an electrical substation is a highly important consideration. The mains would be the best source of water for generating a reliable source of water for that. The assumption is that fires would be extremely unlikely and water would only be used for emergency purposes. On point ii) measure C-260 and the following section termed "Water Neutrality Commitment" have been appropriately drafted and reworded to make things clearer and less ambiguous. In terms of Mathew Porter's request for full details on the systems at this stage, this can not be achieved at this stage of the DCO. The applicant will not be detailing exactly what harvesting/recycling systems will be utilised within the DCO. Nonetheless the applicant considers the multitiered approach more than sufficient to provide sufficient yield to cover all 'negligible' water usage from operational phase with headroom. This is on the basis (as documented in the agreements column) that the applicant RIAA and the water chapter are now in keeping with this position on water neutrality. Both documents do commit to the Proposed Development being water neutral with the method to get there being flexible and open-ended. It is known that there is a strategic scheme (endorsed by Natural England) that is being worked on (with a dedicated council person). The applicant is stating that we will pay into this scheme to achieve neutrality if it is available. It is highly likely that this will be in place before the substation is connected to the mains. If this is not, then there is a discussion with a wide range of measures that could be taken. Water neutrality would ultimately be a DCO requirement and would stop the OWF becoming operational before water neutrality being achieved. As such the applicant considers that these fundamental tenets of water neutrality guidelines are in this regard is being adequately addressed.	The seasonal timing of construction of passing place installation in measure C-250 was to be amended as agreed with Tom Wickens in meeting.  Information was also incorporated into the water environment chapter and Report to Inform Appropriate Assessment to set out how water neutrality guidelines would be adhered to.	Guy Dou	04-Jul-23	Following this meeting the applicant has addressed the comments of the Environment Agency and West Sussex County Council.  The wording of C-250 has been updated and incorporated into the water environment chapter in line with the EA's meeting comments.  Additionally the ES documents (water environment chapter and Report to Inform Appropriate Assessment) have been updated to reflect that Rampion 2 will adhere to West Sussex County Council and Horsham District Council water neutrality guidelines. This includes an update to measure C-260 and the provision of a specific substation which addresses the EA's comments.	N/A
09/11/2020	Targeted stakeholder meeting with the EA	Meeting to discuss the landfill	Environment Agency	Water Environment	The Environment Agency noted that it in principle agreed with the selection of Climping as a landfill location on the basis that there are no other reasonably available locations along the stretch of the coast to make landfill that are not already in development.  The Environment Agency also noted that the long-term strategy for the shingle embankment sea defence at the proposed landfill is to allow natural processes to reform a non-natural section into a natural embankment, which would result in a shift of the coastline landwards as part of a natural realignment process. This has been taken into account within the Flood Risk Assessment report and the provision of its embedded measure for siting of the landfill.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to the EA.	N/A

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22/03/2022	Targeted stakeholder meeting	Meeting to discuss temporary construction activities in the floodplain	Environment Agency	Water Environment	The Environment Agency noted that it agreed in principle with the approaches to soil stockpile management associated with the onshore cable corridor and the temporary construction haul road in the Arun Valley floodplain.  The Environment Agency did request that at a later stage, following the DCO Application submission and prior to the onset of any construction, further detailed information is shared with its permitting team in relation to that flood plain area to ensure that these approaches will be implemented appropriately. The applicant agreed and this will be done following the granting of development consent.	No disagreements identified		N/A	N/A	Permitting will be carried out post DCO as agreed with the EA and as per the embedded measures in the water environment ES chapter.	N/A
21/12/2021	Targeted stakeholder meeting	Meeting to share the latest onshore cable route options to obtain feedback from key stakeholder groundwater specialists	Environment Agency and Southern Water	Water Environment	Southern Water expressed that it would object to any temporary construction corridor trenching proposals which crossed the SPZ1 of its Warningcamp and Patching public water supplies. The views and data from the Environment Agency and Southern Water have been fully taken into account in the final design of the Proposed Development.	No disagreements identified	N/A	N/A	N/A		N/A
05/05/2022	Targeted stakeholder meeting	Meeting to share the latest onshore cable route options to obtain feedback from key stakeholder groundwater specialists	Environment Agency and Southern Water	Water Environment	Southern Water expressed that it would object to any temporary construction corridor trenching proposals which crossed the SPZ1 of its Warningcamp and Patching public water supplies. The views from the Environment Agency and Southern Water have been fully taken into account in the final design of the Proposed Development.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to the EA and Southern Water.	N/A
14/09/2021	Targeted stakeholder meeting	Meeting to share the latest onshore cable route options to obtain feedback from key stakeholder groundwater specialists	Environment Agency and Southern Water	Water Environment	Southern Water has also shared information on the location of potential karst features (which is presented in the Hydrogeological Risk Assessment. Both the Environment Agency and Southern Water have also welcomed each of the embedded environmental measures being put forward including ground investigation, good practices around trenchless crossings. Both stakeholders acknowledged these embedded environmental measures as being generally acceptable and welcomed further communication as part of the DCO Application and post application process. The views from the Environment Agency and Southern Water have been fully taken into account in the final design of the Proposed Development.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to the EA and Southern Water.	N/A
06/04/2023	Targeted stakeholder meeting	Meeting to share the latest onshore cable route options to obtain feedback from key stakeholder groundwater specialists	Environment Agency and Southern Water	Water Environment	The proposed temporary construction access route along Michelgrove Lane was discussed with both parties during this meeting. The construction and operational access route requires minor road upgrades associated with the installation of passing places in the Patching SPZ1 for traffic management purposes. Both the Environment Agency and Southern Water have also welcomed each of the embedded environmental measures being put forward including ground investigation, good practices around trenchless crossings and passing places	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to the EA and Southern Water.	N/A
01/04/2022	Targeted stakeholder meeting	Meeting to discuss drainage measures along the onshore cable corridor and at the onshore substation	Mid Sussex District Council and the Lead Local Flood Authority (West Sussex County Council)	Water Environment	At the meeting embedded drainage measures along the onshore cable corridor and at the onshore substation were discussed. Both stakeholders acknowledged these embedded measures as being generally acceptable. It was noted that the the proposed DCO Order limits only crossed a very short section of the onshore cable corridor between the onshore substation and the National Grid Bolney substation. As such Mid Sussex District Council identified that Arun District Council and Horsham District Council would be appropriate stakeholders to consult.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to the Mid Sussex District Council and West Sussex County Council.	N/A
22/06/2022	Targeted stakeholder meeting	Meeting to discuss drainage measures along the onshore cable corridor and at the onshore substation	Arun District Council, Horsham District Council and the Lead Local Flood Authority (West Sussex County Council)	Water Environment	Arun District Council and Horsham District Council attended a follow-up meeting with West Sussex County Council to discuss the ongoing findings of the Flood Risk Assessment. Topics of discussion included the proposed embedded environmental measures for drainage, flood risk management and water quality treatment within the proposed DCO Order Limits along the onshore cable corridor and at the onshore substation. Arun District Council and Horsham District Council expressed that they were in agreement with the approach of avoiding the 0.1% Annual Exceedance Probability (AEP) Risk of Surface Water Flood Risk zone associated with the watercourse to the south of the onshore substation by way of providing a proxy for the 1% AEP event plus climate change (for further details see the Flood Risk Assessment). Following the meeting, the drainage engineers, Paul Cann from Arun District Council and Martin Brightwell Horsham District Council, both emailed to express that overall they had no concerns or adverse comments regarding the information that was presented.	No disagreements identified	N/A	N/A	N/A	In general an overall agreement was inferred given there were no specific concerns raised in relation to the proposed approach and measures which were presented to West Sussex County Council, Horsham District Council and Arun District Council.	N/A

Date	Meeting Type / Document	Document Name / Additional Meeting Details	Relevant Parties	Relevant EIA topic(s)	Details of Agreement	Details of Disagreement	Action required	Responsible	Date Resolved	Details of Resolution/General Comments	Approved (party & date)
28/10/2020	Expert Topic Group meeting	Meeting to discuss onshore ecology scoping opinion comments, changes to the proposed methodology, key data sets, survey results and route optioneering.	Sussex Ornithological Society; NE; South Downs National Park Authority; Sussex Wildlife Trust;	Terrestrial ecology	No firm agreements. Support was expressed for moving past the Scoping Report and committing to a breeding survey programme and agreeing to meet the Sussex Ornithological Society in spring/summer to be shown the location of barn owl nest boxes.	No disagreements identified	N/A	N/A	N/A	N/A	N/A
23/03/2021	Expert Topic Group meeting	Meeting to provide an update on surveys, to present optioneering from a terrestrial ecology perspective, to discuss the scope of the assessment at PEIR.	West Sussex County Council	Terrestrial ecology	No firm agreements. Support was expressed for Sullington Hill LWS being crossed by trenchless methods.	No disagreements identified	N/A	N/A	N/A	N/A	N/A
23/03/2021	Expert Topic Group meeting	Meeting to provide an update on surveys, to present optioneering from a terrestrial ecology perspective, to discuss the scope of the assessment at PEIR.	Natural England	Onshore ecology	No firm agreements. Support was expressed for the consideration of impacts on SAC bat species. Support was also expressed for fragmentation being scoped in.	No disagreements identified	N/A	N/A	N/A	N/A	N/A
03/11/2021	ETG Meeting	Third ETG Meeting to Discuss Terrestrial Ecology	N/A	Terrestrial Ecology	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A
08/11/2022	Targeted Meeting	Meeting to Discuss Terrestrial Ecology	Natural England; SNDPA	Terrestrial Ecology	No agreements identified	N/A	N/A	NE; SNDPA	N/A	N/A	N/A
07/03/2023	ETG Meeting	Fifth ETG Meeting to Discuss Terrestrial Ecology	N/A	Terrestrial Ecology	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
22/06/2023	ETG Meeting	Sixth ETG Meeting to Discuss Terrestrial Ecology	N/A	Terrestrial Ecology	No agreements identified	N/A	N/A	N/A	N/A	N/A	N/A
27/06/2023	Targeted Meeting	Terrestrial Ecology for attendees absent from previous meeting	N/A	Terrestrial Ecology	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A
27/06/2023	Targeted meeting	Meeting to discuss Arboricultural method for veteran trees with Horsham DC	N/A	Terrestrial ecology	N/A	No disagreements identified	N/A	N/A	N/A	N/A	N/A

Date	Meeting Type / Document	Document Name / Additional Meeting Details	Relevant Parties	Relevant EIA topic(s)	Details of Agreement	Details of Disagreement	Action required	Responsible	Date Resolved	Details of Resolution/General Comments	Approved (party & date)
28/10/2020	Expert Topic Group meeting	Meeting to discuss the scope of the ground conditions assessment, the proposed assessment methodology and data sets used to inform the baseline.	N/A	Ground conditions	No concerns raised	No concerns raised	N/A	N/A	N/A	N/A	N/A
23/03/2021	Expert Topic Group meeting	Meeting to provide an update on data and design evolution since scoping and previous ETG meeting, present preliminary PEIR findings and provide opportunity for feedback.	N/A	Ground conditions	No concerns raised	No concerns raised	N/A	N/A	N/A	N/A	N/A
03/11/2021	Expert Topic Group meeting	Meeting to provide update on baseline data gathering and discuss statutory consultation comments from PEIR and how these would be addressed.	N/A	Ground conditions	The Environment Agency agreed that given the distance of the onshore cable corridor from the authorised landfill at Windmill Quarry (over 50m), there would be no permitting issues.	No concerns raised	None	Benjamin Raine (WSP)	03/11/2021	N/A	N/A
21/11/2022	Expert Topic Group meeting	Meeting to provide an update on design evolution since previous ETG meeting, discuss preliminary PEIR SIR findings and provide opportunity for feedback.	N/A	Ground Conditions	No concerns raised	No concerns raised	WSCC request for separate meeting on minerals assessment	Benjamin Raine (WSP)	20/03/2023	Meeting held with WSCC	Benjamin Raine (WSP)
02/03/2023	Expert Topic Group meeting	Meeting to provide an update on design evolution since previous ETG meeting, discuss feedback from 2nd and 3rd consultation, discuss preliminary PEIR FSIR findings and provide opportunity for feedback.	N/A	Ground Conditions	No concerns raised	No concerns raised	WSCC request for separate meeting on minerals assessment	Benjamin Raine (WSP)	20/03/2023	Meeting held with WSCC	
20/03/2023	Targeted meeting	Meeting to discuss the scope and methodology for the minerals part of the ground conditions assessment and provide opportunity for discussion and feedback	West Sussex County Council	Ground Conditions	General agreement on the findings of the preliminary assessments that would not be a significant effect on minerals safeguarding	No significant concerns raised; however noted that the magnitude of effect criteria being used should be reviewed to ensure it is robust against the NPPF and local minerals planning policy requirements.	Review minerals assessment methodology as part of ES	Benjamin Raine (WSP)	16/06/2023	Methodology reviewed and updated approach for ES presented at ETG meeting on 16/06/23	Benjamin Raine (WSP)
16/06/2023	Expert Topic Group meeting	Meeting to provide an update on design evolution since previous ETG meeting, discuss feedback from 4th consultation, discuss approach to ES including proposed changes to the minerals assessment methodology following the targeted meeting with WSCC on 20/03/23 and provide opportunity for feedback.	N/A	Ground Conditions	No concerns raised	No concerns raised	N/A	N/A	N/A	N/A	N/A

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# Appendix C

## Meeting Minutes

### Phase One – Scoping

Date	Title	Filename
<b>09/09/2020</b>	Rampion 2 Evidence Plan Process: Steering Group Meeting	090920_Rampion2_EPP_SteeringGroupMinutes_V2
<b>15/09/2020</b>	Rampion 2 Evidence Plan Process: Seascape, Landscape, Archaeology and Cultural Heritage and Marine Archaeology Expert Topic Group Meeting	150920_Rampion 2_EPP_SLVIA_Archaeo_Cultural_ETG_Minutes_V2
<b>17/09/2020</b>	Rampion 2 Evidence Plan Process: Physical Processes, Benthic Ecology and Fish Ecology Expert Topic Group Meeting	170920_Rampion 2_EEP_PhysicalPro_Benthic_Fish_ETG_Minutes_v2
<b>18/09/2020</b>	Rampion 2 Evidence Plan Process: Offshore Ornithology, Marine Mammals and HRA Expert Topic Group Meeting	180920_Rampion 2_EEP_OffshoreOrnithology_MarineMammals_HRA_ETG_Minutes_V2
<b>13/10/2020</b>	Rampion 2 Evidence Plan Process: Additional one-to-one Marine Mammals, Offshore Ornithology, HRA (offshore only), Physical Processes and Benthic Ecology Expert Topic Group Meeting	131020Rampion 2_EEP_Additional_one-to-one_ETG_Minutes_v2
<b>21/10/2020</b>	Rampion 2 Evidence Plan Process: Additional one-to-one Fish and Shellfish Ecology Expert Topic Group Meeting	211020_Rampion 2_EEP_Additional_one-to-one_ETG_Minutes_v2
<b>27/10/2020</b>	Rampion 2 Expert Topic Group meeting - Transport, Air quality, Noise, Health and Socio-economics	271020_Expert Topic Group_Traffic, Air quality, Noise and Socio-economics
<b>28/10/2020</b>	Rampion 2 Expert Topic Group meeting - Onshore Ecology, Hydrology and Nature Conservation	281020_Rampion 2 Expert Topic Group meeting - Onshore Ecology, Hydrology and Nature Conservation



<b>Rampion 2 Evidence Plan Process: Steering Group Meeting</b>		
<b>Date:</b> 09/09/2020		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (SC) - Chair	Independent	Meeting Chair
██████████ (RH)	The Planning Inspectorate (PINS)	Senior EIA Advisor
██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (FS)	MMO	Case Manager
██████████ (EP)	Natural England	Case Officer
██████████ (AG)	Natural England	Marine Senior Advisor
██████████ (PN)	Historic England	Marine Planning Archaeological Officer
██████████ (MH)	South Downs National Park Authority (SDNPA)	Town Planner
██████████ (AH)	West Sussex County Council (WSCC)	Rampion 2 Project Officer for West Sussex
██████████ (EW)	RWE	Consents Manager Rampion 2
██████████ (AD)	RWE	Environmental Advisor – Rampion 2
██████████ (AP)	Wood Plc	Onshore EIA Project Manager
██████████ (LO)	Wood Plc	Overall EIA Project Manager
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	PINS	Case Officer
██████████	Natural England	Case Manager
██████████	Historic England	Project Lead and Terrestrial Heritage
██████████	SNDPA	Landscape & Biodiversity Strategy Lead
██████████	SDNPA	Landscape and Biodiversity Leader (Water)
██████████	SDNPA	Major Planning Projects Officer
██████████	East Sussex County Council	Head of Planning and Environment

Agenda Item	Agenda Item
<b>1</b>	Welcome and Introduction to RWE
<b>2</b>	Introduction to the proposed development
<b>3</b>	Activities undertaken to date
<b>4</b>	Overview of the Rampion 2 Evidence Plan
<b>5</b>	Role of the Steering Group
<b>6</b>	Key issues from Scoping Report (Offshore) discussion
<b>7</b>	Key issues from Scoping Report (Onshore) discussion
<b>8</b>	AOB



## Minutes of Meeting

Agenda Item	Notes	Actions
1	<p>SC introduced meeting and took attendance. Apologies for [REDACTED] from East Sussex County Council, who was unable to attend today's meeting. Team members from Wood (LO and AP) and GoBe Consultants (TG and NH) introduced themselves to attendees. AG and EP, noted they were using their phones, so would be unable to view slides during the meeting.</p> <p>EW introduced RWE and their background, including the changes earlier in the year when E.ON Climate and Renewables (the original developer of Rampion 1) was acquired and merged with innogy and are now RWE Renewables.</p>	None noted
2	<p>EW outlines the background to the proposed Rampion 2 project, including a history of the search area and the location of Rampion 2 in relation to the operational Rampion 1 project. The south-eastern area of search for the Rampion 2 project is from the original Round 3 zone (Zone 6), while the western area was recently awarded under The Crown Estate's Extensions tender. Rampion 2 will be constrained to a maximum of 116 turbines so as not to exceed the number of Rampion 1 operational turbines (the Development Consent Order (DCO) provided for up to 175 turbines). However due to new technology and increased height of turbines the maximum capacity of Rampion 2 will be around 1200 MW. Noted that the individual turbine locations within the project boundary is unknown at this time.</p> <p>The proposed landfall for Rampion 2 is at Climping and connection onshore is at Bolney (via a new Rampion 2 substation to be located in the vicinity of Bolney).</p> <p>Information on the indicative DCO timeline was covered and the ongoing consultation and engagement with a large number of stakeholders was highlighted, with the aim of having a clear view of any issues or concerns before publication of the Preliminary Environmental Information Report (PEIR) in 2021.</p> <p>Noted that there are a number of other offshore wind extension projects that will be on a similar timeline for consenting as Rampion 2 and these will be followed by projects awarded rights under The Crown Estate's Round 4 tender. Rampion 2 is currently aiming to be in a position to participate in the 2023 Contracts for Difference (CfD) auction.</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	None noted
3	<p>EW went on to discuss the activities undertaken to date. The first activity was onshore site selection, including a detailed constraints mapping of the Scoping boundary and to define and locate a suitable landfall location.</p> <p>Survey work has been undertaken for marine mammals and ornithology since 2019, continuing despite the Covid-19 situation through to March 2021. The early commencement of these aerial surveys was undertaken to ensure 2-years of data capture was achieved to inform the Environmental Impact Assessment (EIA). In addition, through the summer of 2020, intertidal benthic ecology surveys and offshore geophysical surveys within the site boundary were also completed, along with onshore terrestrial ecology ground truthing.</p>	None noted

Agenda Item	Notes	Actions
	<p>Other surveys conducted to date include socio-economic surveys, SLVIA (Seascape, Landscape Visual Impact Assessment) viewpoint photography surveys, terrestrial ornithology and vessel traffic surveys. Early useful stakeholder engagement has continued throughout.</p> <p>The Scoping Report was sent to the Planning Inspectorate (PINS) in July 2020 and a Scoping Opinion response on behalf of the Secretary of State was received in August 2020.</p> <p>EW noted that although several other potential substations were considered, National Grid confirmed through the CION process, that the substation at Bolney was the only suitable grid connection option.</p> <p><u>Comments/questions:</u></p> <p>AG – Asked if The Crown Estate’s Cable Route Protocol had been considered and if Natural England has been consulted.</p> <p>EW – The project has considered the Protocol in the cable route design work completed thus far, however this is obviously still to be completed; Natural England will be consulted in relation to the process of route selection within the scoping boundary going forward.</p> <p>END</p>	
4	<p>NH gave an overview of the purpose of the Evidence Plan Process (EPP).</p> <p>Noted that it was a central forum to comply with the process and guidance and to ensure a robust EIA and Habitats Regulations Assessment (HRA).</p> <p>The EPP includes topic-specific (or grouped topic) panels for detailed discussion on specific points, as opposed to a blanket approach and the invitee list for the respective panels reflects the specialised remits and knowledge of the individuals/organisations represented. The Evidence Plan itself will be a ‘live’ document throughout the process, with all consultation documented and issues/agreements logged in the ‘Evidence Plan Log/ Agreement Log’ which will, in turn, provide the basis for the Evidence Plan Report, which will be submitted alongside the DCO Application.</p> <p>The intention is that the EPP will reduce the burden on stakeholders and remove/reduce issues later on (i.e. at the DCO Examination) on aspects such as the scope of the EIA, the evidence base relied upon and the assessment process.</p> <p>Adopting this approach ensures that records of discussions and agreements reached will be centralised into one place. This will provide huge benefit for all parties when compiling and agreeing Statements of Common Ground (SoCG) for the Examination stage – the EPP provides a clear pathway to this end point.</p> <p>NH noted that this was the first Steering Group meeting, with the first Expert Topic Group (ETG) meetings taking place the following week (w/c 14<sup>th</sup> September 2020) to discuss sufficiency of evidence and discuss the Scoping Opinion in relation to issues that have been ‘scoped in’ and ‘scoped out’ and dealt with accordingly.</p> <p>The offshore topics will discuss the approach and methodology, data sources and how these will be utilised. Following the ETG meetings another Steering</p>	

Agenda Item	Notes	Actions
	<p>Group meeting will be held, where any agreements reached during/following the ETG meetings can be signed off. The key aim is to discuss and agree (where possible and appropriate) the basis and scope of assessment.</p> <p>For Rampion 2, separate 'Workstreams' have been designed in order to make sure the appropriate individuals/organisations are involved in relevant groups to discuss issues and concerns. Workstream 1 will be for the Offshore elements, Workstream 2 for the Onshore elements and Workstream 3 for Nature Conservation (these workstreams will run in parallel to PEIR and the Environmental Statement (ES)).</p> <p>NH noted that the ETGs have grouped topics where appropriate across the Workstreams – combining the <i>Seascape, Landscape, Archaeology &amp; Cultural Heritage and Marine Archaeology</i> topics within a single ETG workshop will be beneficial as it will have offshore and onshore teams around the table to discuss elements that interlink e.g. viewpoints and historical setting.</p> <p>ETGs for onshore elements are to be confirmed, but it is anticipated they will commence 2 weeks or so after the initial offshore ETGs have been completed, subject to stakeholders' availability.</p> <p>The draft EPP Terms of Reference (ToR), contains each workstreams – NH asked for <b>feedback/comments on the draft ToR from individuals by the 14<sup>th</sup> September 2020.</b></p> <p>NH presented the proposed Roadmap of Evidence Plan meetings, with the next Steering Group meeting proposed in January/ February 2021, prior to the commencement of the statutory Section 42 consultations. Where it has not been possible to set a date that all stakeholders can attend, individual engagement outside of the scheduled meetings can be accommodated if required and care will be taken to ensure all parties are kept informed through the distribution of meeting notes etc.</p> <p><u>Comments/questions:</u></p> <p>EP – Natural England are able to attend the <i>Seascape, Landscape, Archaeology &amp; Cultural Heritage and Marine Archaeology</i> ETG workshop on the 15<sup>th</sup> September despite the last-minute invitation. However, Natural England can only attend the Seascape and Landscape section of the ETG meeting. Natural England are unable to attend <i>Physical Processes, Benthic Ecology and Fish Ecology</i>, or the <i>Offshore Ornithology, Marine Mammals and HRA (offshore only)</i>, due to not receiving a detailed agenda within the required timeframe to secure specialist attendance. Natural England suggested rescheduling the ETG meetings, however, this option was declined by Rampion 2. Natural England therefore proposed dates, which are tbc, for further one to one session with Rampion 2 on these missed ETG aspects, which the relevant specialists would attend. Rampion agreed to this approach.</p> <p>NH – Noted these are milestone meetings and as discussed in previous correspondence with Natural England, we are happy to set up additional meetings with Natural England where necessary and NH <b>will pick up with Natural England after Steering Group meeting.</b> In addition, we will circulate detailed method statements, slide packs that were presented and final</p>	<p><b>All, by 14/09/2020</b></p> <p><b>NH, 09/09/20</b></p>

Agenda Item	Notes	Actions
	<p>meeting minutes to all members of the ETG, irrespective of attendance or otherwise.</p> <p>END</p> <p>SC – Notes that feedback on ToR would be helpful for the Applicant. It also allows the stakeholders to understand how the EPP works and to ensure that the content in the current draft ToR accommodates their interests.</p> <p>NH – Would greatly appreciate feedback on the ToR and also notes the EPP is not a paper exercise and would like to get everyone around the table to get an agreement before examination.</p> <p>END</p> <p>RK – Encouraged by the proposed EPP as the value of it has not always been fully realised – good to see the Rampion 2 EPP covers more than the HRA. Noted PINS involvement would be to sit at Steering Group level as a sounding board to listen to the issues and give views were appropriate. RK remarked that he did not want PINS involvement in Steering Group meetings (or lack of involvement) to hinder/alter discussions between the parties during these meetings. PINS are interested but clarified that Steering Group meetings do not have to be delayed if PINS cannot attend. Noted that the document, prior to DCO submission, is the basis of the SoCG – the ultimate end goal. Also noted the advice from Government and DEFRA is now old. Highlighted that the Secretary of State (SoS) Scoping Opinion is historic and PINS are aware that things change, following meaningful discussions items may be scoped out through agreement with the EPP parties – any such change just needs to be documented.</p> <p>TG – Noted that if PINS could not attend a Steering Group meeting, they would be kept informed on an ongoing status, any discussions arising and how issues had (or are being) addressed throughout the pre-application period. TG noted that although the EPP was initially targeted at addressing HRA, broadening it to cover other environmental EIA topics has proved very useful. The EPP is very helpful in providing an opportunity to discuss matters, identify issues, work towards agreements and reduce the burden on everyone during the Examination phase. It is an ideal opportunity to go through matters early and address comments/issues e.g. from stakeholders or Statutory Nature Conservation Bodies (SCNBs), ideally leading into the development and agreement of SoCGs.</p> <p>RK – In agreement with the proposed EEP. RK highlighted that recent projects have widened the remit of the discussions beyond what was originally envisaged in the 2012 EPP guidance and RK considers this to be a positive step. RK also reiterated that PINS cannot commit to attending all project Steering Groups but will add value where they can.</p> <p>TG – Noted that the initial focus on the Scoping Opinion enables a framework for discussion under the EPP on issues to initially focus on for the PEIR/ES.</p> <p>RK – The Scoping Opinion is based on the evidence presented by the Applicant when it submitted the Scoping Report and that the ES will be based on the content of the Scoping Opinion. RK highlighted that these are steps in the process and now effectively set; the SoS is not able to go back through</p>	

Agenda Item	Notes	Actions
	<p>discussion and change what has already been published in the Scoping Opinion.</p> <p>END</p>	
5	<p>NH presented the role of the Steering Group and the process of the Evidence Plan and how this would be delivered. The Steering Group will discuss, agree and sign off specific issues and decisions arising from the ETG workshops.</p> <p>The Rampion 2 Development Team will seek – agreement with stakeholders and draft and maintain the Evidence Plan. They will work with the relevant Authorities on HRA/EIA matters. Community engagement is centralised through the Rampion 2 development team.</p> <p><b>ToR issued 5<sup>th</sup> August comments required by w/c 14<sup>th</sup> September 2020.</b></p> <p><u>Comments/questions:</u></p> <p>AG – Observation on ToR – having been involved in previous Evidence Plans, AG suggested keeping an issues log of discussions and agreements to record – where matters are raised/resolved and whatever is left open.</p> <p>NH – Notes that there will be a consultation/commitments log (‘Agreement Log’) to log issues for each evidence group – both Steering Group and ETGs.</p> <p>SC – Asked if a draft PDF template could be circulated?</p> <p>NH – The draft ToR previously circulated includes an appendix with an example log attached.</p> <p>AG – Queried if it was a comment/Review log?</p> <p>NH – Yes, it is outlined in the draft ToR.</p> <p>END</p> <p>RR – The ToR sets out a 2-week turnaround for review/comments, MMO standard is for a 4 week period, but will try to aim for earlier if possible – it is important to note that MMO consultation often needs to be supported by (external) specialists.</p> <p>NH – Notes that a 2-week review/comment period was previously agreed with Natural England during early stages of project.</p> <p>EP – Natural England would also request 4 weeks in line with MMO request at this stage of the Project. This also applies to meeting invitations (in order to have the right people at the meeting) and agendas in order to have enough time to review documents.</p> <p>NH – We will collate ToR responses, and subject to confirmation the turnaround time for documents will be amended in the ToR.</p> <p>EP – Natural England also require the same timescale for reviewing documents in advance of meetings. Natural England have concerns over wording in the ToR, specifically the statement to reach agreements at ETG meetings, noting that this will not be possible in the meeting itself; agreement will need to be made subsequently (and in writing). It was Natural England’s opinion that generally the timescales were tight and therefore hard to identify and allocate appropriate resource. Also concerned with wording in ToR in relation to PEIR</p>	<p>All, 14/09/20</p>

Agenda Item	Notes	Actions
	<p>and cut-off date for new evidence. Natural England will need to present new evidence as and when it arises e.g. conservation advice for Black Bream (where sensitive seasonality period is likely to be extended across March-July).</p> <p>RR – MMO have similar concerns and concur with Natural England.</p> <p>NH - Noted that the wording in the draft EPP ToR potentially needs clarifying but is purely logistical; information will be made available for consideration in order to finalise drafts, further information on new evidence presented by Natural England or the MMO will be incorporated into the ES.</p> <p>TG – Notes it is a staged process – it is necessary to have a point in time to draw a line ahead of each stage to allow document drafting and submission. That will be done on an agreed basis for statutory consultation, any new information provided by the EPP groups subsequent to that stage would then need to be incorporated into the next phase (i.e. if new information is presented that needs to be incorporated after the PEIR cut-off, then this would be reflected in the EIA for the DCO). There will, then, be several ‘cut-off’ dates for inclusion of material information through the process.</p> <p>AG – Main issue is conservation advice; Natural England cannot agree not to provide new consultation advice just because we have gone past a cut-off date – the wording in the ToR is an issue for Natural England.</p> <p>TG – Responded that the point is understood, and we will include what we have agreed, but even the final application will need a cut-off for new information, for example if we think about projects to include in the cumulative assessment. If new conservation advice or scientific understanding needs to be applied after this date, then this would need to be addressed through the Examination phase. It is recognised that Natural England will have an obligation to deliver new science etc., but we need to agree a practical process for the DCO application, and this will involve being able to agree things such as the evidence base and avoid novel issues being thrown in at the 11<sup>th</sup> hour as far as possible.</p> <p>END</p> <p><b>SC – MMO and Natural England to get written response back to NH on the ToR by next week (14/09/20).</b></p> <p>END</p>	<p><b>RR and EP/ AG, 14/09/20</b></p>
6	<p>NH provided a high level overview of the key issues from the Scoping Opinion for offshore elements. NH noted that the issues would be discussed in finer detail during the topic specific ETGs and look to agree the evidence base.</p> <p>Analyses of all stakeholder comments in the Scoping Opinion would be built into the approach for PEIR. Key aspects related to:</p> <p>Identification of baseline (characterisation) and any additional relevant information available following listing in the Scoping Report.</p> <p>Fish and Shellfish information from MMO on Black Bream – Natural England and Cefas advised sourcing additional data, including data for spawning (nesting) locations from the aggregate companies.</p> <p>Geophysical surveys the in array and export cable corridor.</p>	

Agenda Item	Notes	Actions
	<p>Marine mammals: Issues raised highlighted temporary threshold shift (TTS) ranges, piling and UXO approach to be detailed within the EIA, along with information on seal haul outs.</p> <p>Ornithology – agree baseline data information and assessment. Displacement and barrier effects for migratory birds in relation to Rampion 1 to be considered.</p> <p>Drafting HRA – scheduled for completion at the end of the week (11/09/2020); it is anticipated that details will be given in the second round of ETG meetings.</p> <p>Lots of early engagement for preparing the LVIA/ SLVIA viewpoint list. SLVIA viewpoint photography conducted. The consultation has led to a large number of additional suggested viewpoints – basically trebled the initial list–there is a clear need to rationalise (often proximal) locations and work towards agreeing streamlined list.</p> <p>Archaeology – data collection agreed, although so far Covid-19 situation has prevented survey work. Clearly a need to discuss the adequacy of data with Historic England for the purposes of the PEIR, and to agree the approach for the infill of any remaining data gaps at ES.</p> <p><u>Comments/questions:</u></p> <p>AH – Viewpoints for SLVIA, will there be more detail, including methodology and proposed long list of viewpoint locations, that could be circulated to other members of WSCC to allow review and comment prior to ETG?</p> <p>NH –Currently a work in progress, so rather a dynamic list at the moment; which will be presented on slides at the ETG. Agreement will be sought at the meeting for any straightforward queries. SLVIA viewpoints were carried out in the Summer season due to Covid-19 lockdown restrictions in the Spring/early Summer. Information on the viewpoints will be presented at the ETG next week (15/09/20). Both historic environment and visual teams will be at the same table.</p> <p>END</p> <p>RR – For the coastal processes, fish and marine mammals ETGs, the MMO’s marine mammal underwater advisor can only attend the marine mammals ETG, will not be available to attend the fish ETG – however someone from fisheries will be there. Also noted ornithology ETG is usually on its own requiring greater input than marine mammals which is smaller, can it be split in the future? Or can relevant parties be invited to sections of it?</p> <p>NH – It should be possible to offer specific timeslots to reduce the need for all specialists to attend throughout the whole meeting if there is a problem with availability to ensure focused engagement on the relevant topic. The Evidence Plan is ambitious and seeks to keep things streamlined and focused. However, if after the first ETG it is considered that splitting into smaller groups is deemed to be a better approach, then changes will be made. Also, if the underwater noise expert cannot attend other meetings, as detailed in ToR, all presentations and meeting minutes for any of the ETGs will be sent out to ensure relevant information is disseminated.</p>	



Agenda Item	Notes	Actions
	<p>END</p> <p>SC – In the ToR it considers likely that Transboundary effects will be scoped outside of the EPP. SC noted the proposed Thanet Extension had transboundary considered. Will transboundary effects be considered e.g. European designations for ornithology and marine mammals?</p> <p>TG – Transboundary effects for Thanet extension were shipping and navigation, own topic – detailed discussion outside of the EPP.</p> <p>SC – French Government noted ornithology and 26-mile radius for marine mammals as they have two offshore wind farm projects in development in French waters near Normandy.</p> <p>TG – It is possible to discuss potentially including within the EPP, however transboundary is not usually a component. Perhaps this is something we will need to take away to consider?</p> <p>NH – Noted that this is likely a case of wording not being clear on approach within the ToR. <b>To be addressed with ToR feedback comments.</b></p> <p>END</p> <p>RR – Raised a commercial fisheries query. MMO local offices on other projects have commented that they have not been as involved as they should be, so it is possible to get the local MMO office involved? Fisheries are historically unaware of cable routes and protection until the examination stage. Potential opportunity for the project to engage with commercial fisheries via MMO coastal office.</p> <p>NH- Evidence Plan Process is targeted at specific (environmental) aspects and separate consultation for shipping and navigation and commercial fisheries is planned/ongoing (outside the remit of the EPP).</p> <p>SC – Does MMO have a specific contact for the local MMO office that could be provided to facilitate contact?</p> <p><b>RR – will contact local MMO office for a contact for commercial fisheries.</b></p> <p>END</p>	<p>NH, 15/10/20</p> <p>RR, 27/10/20</p>
7	<p>AP presented the key themes emerging from the Scoping Opinion for onshore elements.</p> <p>The onshore element of the Scoping boundary is based upon landfall at Climping, a cable route corridor (currently approximately 36km in length) with a buffer either side and a number of potential substation locations around Bolney. This boundary will be refined as the project continues to evolve towards PEIR and ES.</p> <p>There is an ongoing onshore site selection and route refinement process which aims to determine the location of the proposed cable corridor and substation locations to be taken forward in the DCO application. As part of this design evolution process the boundary of the cable corridor will be refined and this will be influenced by discussions with stakeholders. RWE are keen for stakeholders to be involved with this process and to help shape the final cable corridor. Further engagement is expected to help refine the scope of EIA.</p>	None noted



Agenda Item	Notes	Actions
	<p>Further engagement is required to agree the technical baseline information, the survey and assessment scope and methodologies through all forms of consultation. The teams will be looking to engage further through the formal and informal consultation discussions.</p> <p>To-date, a number of surveys have commenced where allowed due to Covid-19 restrictions. A Terrestrial Ecology Phase 1 survey is currently ongoing with further terrestrial ecology surveys planned for September and October 2020 with the remainder to be completed in 2021.</p> <p>Engagement has been both informally (meetings/communications) and formally through EIA Scoping and it is important to ensure that, in line with PINS guidance, flexibility is retained relating to surveys, data availability and ability to engage with stakeholders.</p> <p><u>Comments/questions:</u></p> <p>AH – Site selection is key for WSCC, and the Districts and Borough Councils. Will there be a separate ETG for site selection? What is the proposed site selection process/methodology, how has the site selection constraints been identified and what are the key themes? What is the plan for stakeholder feedback into this process? WSCC need confidence that Rampion Extension Development Ltd (RED) have considered how this process will be undertaken in a transparent and robust manner.</p> <p>AP/EW – ETG meetings could be useful forums for discussing emerging information. It was outlined that there is a range of ongoing informal and formal consultation over next few weeks/months feeding into the site selection and design process. There is also a site survey being carried out to help inform the site selection and route refinement process. It is the intention to consult with WSCC, Districts/Borough Councils to gain valuable local knowledge to help inform the substation locations and cable route corridor. The importance of a two-way process was stressed.</p> <p>AH – What methodologies are being used as part of this design evolution process? (e.g. red/amber/green (RAG) assessment). It is important so that the council representatives understand and have confidence in the process so that they can inform others.</p> <p>EW – The methodologies are currently being finalised. It is important to note that there will be Project Liaison Groups to help identify local interests and environmental constraints which will be a part of the informal consultation including a series of meetings. This will form a two-way flow of information between the development team and for example parish councils, and specialist topic leads.</p> <p>AH – What was the scope and methods of the socio-economic surveys undertaken and what were the results?</p> <p>NH – As with SLVIA surveys, the socio-economic surveys just finished last week due to COVID restrictions and therefore the information needs to be compiled. The outcome of this will be covered in the <i>Traffic &amp; Transport, Air Quality, Noise, Health and Socio-economics</i> ETG workshop (date tbc – end of October 2020).</p>	



# Meeting Minutes

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**Date:** 09/11/2020 – 14:00

**Meeting at:**

Teams

**Subject / purpose:**

Consultation meeting on Climping Sea Flood Defences, Internal Drainage Board and general flood risk matters

**Attendees:**

[REDACTED] (SB) (Environment Agency) - Planning Officer for Rampion 2  
[REDACTED] (AJ) (Environment Agency) - Partnership and Strategic Overview (flood risk)  
[REDACTED] (RF) (Environment Agency) - Catchment engineer (flood risk assets) - South Downs area - Operations and Maintenance  
[REDACTED] (RC) (Wood) – Flood Risk Assessment

**Apologies:**

[REDACTED] (GD) (Wood) – Water Environment Assessment technical lead

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**Meeting Minutes:**

**1 Introduction**

SB confirmed that she is the Environment Agency's planning contact for the Rampion 2 project.

RF advised that his role includes the management of the Climping Sea defences.

AJ advised that he will be reviewing the flood risk elements of the project. He has experience from working on Rampion 1. His role also includes the River Arun Internal Drainage Board (IDB) consents.

RC advised that he is a flood risk assessment and sustainable drainage specialist working on the Rampion 2 project.

GD apologies. RC will defer to GD for matters relating to the wider Water Environment assessment beyond flood risk and drainage.

**2 Selection of landfall location at Climping**

AJ and RF agreed in principle with the selection of Climping for the landfall location. This is on the basis that there are no other reasonably available locations along that stretch of coast to make

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landfall that are not already developed (other options would involve trying to thread the cable through or under areas of existing built development. RC welcomed this support for the selected landfall location, which will be of relevance for the Sequential Test as the location of the cable route through the floodplain behind the sea defence is necessary if the landfall is to be located there.

### 3 **Climping Sea Defences and Strategy**

RF provided a background to the sea defences in the vicinity of the proposed landfall location for the cable (the section between the Climping Beach Site of Special Scientific Interest (SSSI) in the east and the beach fronting car park in the west).

- 4 Overview of the defence: This section of sea defence at the proposed landfall and to the west (the straight section) is formed by a shingle beach, which has been formed into a non-natural shingle embankment (which is actively managed to provide a 1 in 200 year standard of protection at present). This section of defence is considered to be 'very vulnerable', not just to overtopping, but also erosion and natural coastal realignment - the coast wants to be further inland. For further context, the road to the west of the proposed landfall location which now leads out to sea used to lead to further properties which have been lost to the sea over the years. The lowest point of this vulnerable defence corresponds with the preferred location for the proposed landfall. To the immediate east of the proposed landfall (including the SSSI) the defence is formed by a natural shingle bank. This is considered to be the most sustainable type of defence in the area. It is expected to be present for the long term.
- 5 Long term Strategy for the defence: Flood and Coastal Risk Management Strategy completed in 2015 for Climping (the rest of the strategy was completed in 2012). The landfall is in the Arun to Pagham section (Climping flood cell). The Climping frontage posed a particular challenge, with particular interest from the community, which includes properties at risk of tidal flooding. The long term strategy is to allow natural processes to reform the non-natural section into a natural embankment (including at the landfall) similar to that already present immediately to the east. This would result in a shift of the coastline landwards (natural realignment). The Environment Agency has estimates for where the new shoreline frontage will be. A geomorphological report (2019/2020) for informing the community as to how the frontage will look once the Environment Agency stop maintaining the defence has been prepared. RF believes that this has been released to the public and thus could be released to the Rampion 2 project, albeit the

**SB/RF**

Continued...

Environment Agency would likely request that this is treated as confidential if provided. **Action 1: SB/RF to investigate sharing the geomorphological report for the future Climping shoreline with the Rampion 2 project.**

6 Short term Strategy for the defence: In the meantime, the 2015 strategy was to maintain (patch and repair) that stretch of vulnerable coastal defence for as long as possible with the financially limited budget available. The budget is limited as the justification for large expenditure is not there – the social and economic benefits of the sea defence are limited. Analysis was undertaken at the time to justify this approach. **Action 2: SB/RF to send information on the 2015 strategy (covering both the long and short term strategy for the Climping shingle defences).** SB/RF

7 Storm Keira: The approach of patch and repair was expected to extend the life of the existing defence in its present location to between 15 and 30 years depending on the weather, but with the acknowledgement that one big storm could do irreparable damage to the defences. Unfortunately, this occurred in February 2020 when Storm Keira resulted in the shingle defence being 'overwashed' (not a breach).

8 Post-Storm Kiera: Works to reform the defence were undertaken following Storm Keira. This involved pushing the shingle to reform the embankment. Further shingle 'recycling' has occurred to improve the defence in the last month (and the car park to the west too). Shingle beach now provides a Standard of Protection similar to before Storm Keira. The defence is more-landward than it was before Storm Kier, which is considered to be a more sustainable position. RF advised that they have LiDAR for the recently completed works to the defence. **Action 3: SB to investigate sharing the LiDAR information on the shingle defence with the Rampion 2 project.** SB

9 The shingle defence is not impermeable. Recent high tides led to water seeping through and ponding behind – this then drains away to the north to the Ryebank Rife (an Environment Agency Main River).

#### 10 **Micro-siting of landfall location**

In light of the vulnerability of the defence at the preferred landfall location, RC enquired about the value in shifting the landfall slightly further to the east, so the landfall passed beneath the existing natural shingle embankment. RF advised that this is a stable defence but of the same type (shingle). No major concerns were raised against such an approach, but no preference for this either. Only that it would not require such a setback distance as the defence is more 'stable'/less liable for realignment further inland. RF and AJ acknowledged the presence of the SSSI further to the east, to be avoided. RC noted that the interface with/standoff distance from the SSSI would be a question for Natural England, addressed by the Terrestrial ecology

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team. AJ also mentioned the potential for archaeology on the beach (metal detectorists).

11 **Location of the Transition Joint Bay with respect to the Climping Defence**

RC described how a transition joint bay (TJB) will be required behind the defence to join the offshore cables to the onshore cables (different type of cables). SB enquired how far behind the coast would the TJB would be and whether these would be at risk if the defence moved inland via the natural realignment discussed previously. RF and AJ advised that siting the TJB set back by 50m to 100m might be sufficient. RC advised that the TJB is likely to be resilient to flooding, so provided the coastal realignment matter can be resolved, the flood risk to the TJB itself should not be a significant concern.

12 **Flood cell behind the Climping defences – including Rope Walk community**

As discussed previously, in the medium to longer term, there is a high likelihood that Environment Agency will cease maintenance of the existing coastal frontage where the landfall is proposed. The defence will continue to deteriorate over time, including the standard of protection provided by the defence to the land behind (less than 1 in 200 standard of protection in the future). This will result in an increase in flood risk in the Climping flood cell through which the proposed cable route will need to pass. The flood cell covers the land between the A259 (Ferry Road) and the River Arun (South of the west bank) and includes some houses, some permanent static caravans and the Rope Walk community

- 13 RF advised that the strategy identified that defences are needed on both sides, to protect the community against flooding propagating from both the river and the sea frontage. Unfortunately, such an approach is uneconomic according to the existing Government funding mechanism. The Environment Agency continue to investigate options, with the Environment Agency and the community currently looking for other ways to protect the area. The community would welcome a contribution from the Rampion 2 project to help fund flood defence improvements. **Action 4: SB/RF to send information on the strategy for the Rope Walk community/Climping Flood Cell.** SB/RF

14 **Existing property adjacent to the SSSI and the Golf Course**

RF advised that another community issue associated with the Environment Agency's long term strategy for natural realignment is that posed by the private access road along the existing sea defence frontage. The residential property to the east of the landfall (next to the Golf course) is accessed via the track along the existing sea defence. This currently requires a four-wheel drive to access. The owner would be interested in any options that facilitated a new

Continued...

permanent access. RC advised that a number of potential options to gain construction access to the landfall location are being investigated, but could not confirm whether these were temporary or permanent. One potential route could be alongside the cable route itself from Ferry Road. RF highlighted that the Environment Agency would be supportive of any approach that facilitated an alternative access for this property that avoided access along the shingle sea defence.

#### 15 **Flood Risk Assessment in the tidal and fluvial floodplains**

It was agreed that loss of floodplain storage due to any temporary raised structures would not require compensation in the tidal floodplain. However, any loss of floodplain volume in the fluvial floodplain would require assessment and potentially compensation if any receptors were identified at increased flood risk as a result. AJ suggested that the fluvial extents in the tidal floodplain between Littlehampton and Climping are likely to be less extensive than the tidal extents, thus reducing the potential for flood risk impacts.

AJ advised that Ryebank Rife discharges via the marina and is thus is subject to tidelocking – it can only discharge when the Arun is at low tide.

#### 16 **Other flood defences**

RC queried whether there are any other flood defences present along the route, defences that might not be to the 100 or 200 year standard of protection necessary for inclusion in the online Flood Map for Planning. AJ advised that they are not aware of any additional inland defences. Reference was also made to the Lower Tidal River Arun Flood Risk Strategy, which is publicly available.

#### 17 **Watercourse crossings**

AJ advised that, alongside flood risk, ecological considerations may also apply with respect to the crossing type. For example, below bed (trenchless) crossings would likely be preferred where there is a particularly valuable (ecologically) stream.

#### 18 **Permits and consents**

AJ advised that the Environment Agency would issue Flood Risk Activity Permits (FRAPs) for the Main Rivers and Land Drainage/Flood Defence Consents for the watercourses in the Arun IDB District (discussed further below). It is the Environment Agency's preference for permits/consents to be grouped (multiple crossings in one application) for efficiency. For example, one permit for 4-5 watercourses with the same crossing type. RC advised that this will likely be welcomed by the contractor, once the project reaches that stage, likely post-gaining planning consent.

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19 **Internal Drainage Board**

A discussion was held on the Arun IDB District. AJ advised that the Environment Agency are the IDB body, but have been in the process of trying to dissolve the District.

- 20 RC queried the existence of byelaws and whether these apply to 'maintained' drains in the district. AJ confirmed the existence of the West Sussex Internal Drainage Board Byelaws, but that these are 50 to 60 years old and are not referred to often.

AJ advised that there are not specific 'maintained' watercourses that the byelaws apply to. Any works within 5m of any watercourse bank top within the district require consent, i.e. the need for consent applies to all the drains, whether they are maintained or not. The consents for the IDB area are not anticipated to be complex on the basis that the IDB is not providing a flood purpose here - it is for land drainage.

AJ advised that some ditches are quite deep and quite wide (lowland drainage). Historically work was undertaken on the main drains, but works can be undertaken on any drain. AJ pointed out that irrespective of the presence of the IDB, the ultimate responsibility for maintaining watercourses rests with the riparian owner. **AJ**

AJ has paper copies of maps with named watercourses and drains.

**Action 5: AJ to provide copies of the IDB maps (which name the watercourses and drains).**

21 **Tidal limit of River Arun**

The River Arun is a tidal river for some distance inland. It has a major tidal flow with a range of 16m. The tidal limit is at Pallingham Lock (20km inland, beyond Pulborough).

22 **River Adur**

The River Adur is also a tidal river for some distance inland. This extends upstream beyond the confluence of the east and west branches of the River Adur. South (downstream) of the confluence the river is known as the River Adur Tidal, but the tidal extent extends upstream.

The West Branch of the River Adur is tidal to beyond Bines Green. The tidal limit coincides with the end of the Environment Agency flood defences shown in the Flood Map for Planning. Just upstream of the confluence is Merions Penstock on the West Branch. Upstream of this the floodplain is regularly inundated during winter for a long duration (2-3 months). The penstock boards are closed in summer to retain water in the upper catchment. The gates are open in winter. Pinlands Farm

The East Branch of the River Adur is tidal to the gauging Station near St Giles Church at Shermanbury, but only that far during the largest tides. Water is not saline that far upstream. Just upstream of the



Continued...

confluence is Chates Weir on East Branch. As per the West Branch, upstream of this the floodplain is regularly inundated during winter for a long duration (2-3 months). The penstock boards are closed in summer to retain water in the upper catchment. The gates are open in winter. The East Branch is subject to significantly more flow than the west branch due to higher rates of run-off from the contributing catchment which is more developed.

- 23 RC queried the long term flood risk strategy for the River Adur. AJ advised that this would likely involve maintenance of defences, but that the Environment Agency are also looking into managed realignment at selected locations. RC requested further information on this where such managed realignment could coincide with the proposed cable route. AJ advised that a strategy report is not available. **Action 6: AJ and/or SB to provide information on any known plans for managed realignment (discussion was focussing on the River Adur catchment) where this might coincide with the proposed cable route.**

**AJ and/or SB**

24 **Timing of cable construction works**

AJ provided advice on timing of cable construction works. AJ recommended that works in the floodplains is undertaken in late summer/autumn because the watercourses regularly flood in winter for durations of months at a time. The largest of floods are equally likely to occur in the summer, but the duration of summer floods are short (days) rather than months. RC enquired whether this advice applied to the smaller watercourses as well. AJ advised that there is less certainty for the smaller watercourses as these are visited less often.

- 25 AJ also noted that late summer/early autumn timing for works in and around watercourses/floodplains would avoid bird nesting and fish spawning seasons. Also potential water vole habitat. An example of where this timing recommendation would apply would be where the cable route passes Merions.

26 **AOB**

SB and AJ queried whether there is a way to join up with the existing Rampion 1 route up near Bolney. RC advised that this is a matter the designers have likely considered (when considering route options and alternatives) and not something he can advise on.

- 27 SB welcomes opportunity to discuss groundwater Source Protection Zones SPZs. RC advised that this would be a matter for the Water Environment technical lead for the project, i.e. GD.

- 28 SB also advised that funding is in place for future flood risk consultation to occur as necessary on the Rampion 2 project. RC welcomed the opportunity for further consultation if the project team has any further questions, but otherwise the next consultation would likely be on the content of the flood risk screening report (rather than

Continued...

a full risk assessment) to accompany the PEIR, to provide the Environment Agency with an idea of what to expect.

### **Actions Summary**

1. SB/RF to investigate sharing the geomorphological report for the future Climping shoreline with the Rampion 2 project.
2. SB/RF to send information on the strategy (covering both the long and short term strategy for the Climping shingle defences).
3. SB to investigate sharing the LiDAR information on the shingle defence with the Rampion 2 project.
4. SB/RF to send information on the strategy for the Rope Walk community/Climping Flood Cell.
5. AJ to provide copies of the IDB maps (which name the watercourses and drains)
6. AJ and/or SB to provide information on any known plans for managed realignment (discussion was focussing on the River Adur catchment) where this might coincide with the proposed cable route.

<b>Rampion 2</b>		
<b>Evidence Plan Process: Additional one-to-one Marine Mammals, Offshore Ornithology, HRA (offshore only), Physical Processes and Benthic Ecology</b>		
<b>Expert Topic Group Meeting</b>		
<b>Date:</b> 13/10/2020	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
[REDACTED]	Natural England	Case Officer
[REDACTED]	Natural England	Senior Marine Advisor
[REDACTED]	Natural England	Senior Marine Mammal Specialist
[REDACTED]	Natural England	Marine Advisor
[REDACTED]	RSPB	Conservation Officer
[REDACTED]	ABPmer	Physical Processes Specialist
[REDACTED]	APEM Ltd	Ornithology Specialist
[REDACTED]	SMRU Consulting	Marine Mammal Specialist
[REDACTED]	RWE	Consents Manager – Rampion 2
[REDACTED]	RWE	Environmental Specialist – Rampion 2
[REDACTED]	GoBe Consultants Ltd	Benthic Ecology Specialist
[REDACTED]	GoBe Consultants Ltd	HRA Specialist (Offshore)
[REDACTED]	GoBe Consultants Ltd	Offshore EIA Project Manager
[REDACTED]	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager

<b>Agenda Item</b>	<b>Agenda Item</b>
<b>1</b>	Welcome and Introduction to RWE
<b>2</b>	Introduction to the proposed development
<b>3</b>	Activities undertaken to date
<b>4</b>	Overview of the Rampion 2 Evidence Plan
<b>5</b>	Offshore Ornithology <ul style="list-style-type: none"> <li>• Discuss the scope of the assessment in relation to the Scoping Opinion</li> <li>• Discuss the proposed methodology and key datasets for the assessment</li> <li>• Identify any methodological or data concerns</li> </ul>
<b>6</b>	Physical Processes <ul style="list-style-type: none"> <li>• Discuss the proposed scope of the assessment relating to the Scoping Opinion</li> <li>• Discuss the proposed methodology and the key datasets for the assessment</li> <li>• Identify any methodological or data concerns</li> </ul> Water Framework Directive assessment <ul style="list-style-type: none"> <li>• Key principles to be applied and guidance to be followed</li> </ul>
<b>7</b>	Marine Mammals <ul style="list-style-type: none"> <li>• Discuss the scope of the assessment in relation to the Scoping Opinion</li> <li>• Discuss the proposed methodology and key datasets for the assessment</li> <li>• Identify any methodological or data concerns</li> </ul>

8	<p>Benthic Ecology</p> <ul style="list-style-type: none"> <li>• Discuss the proposed scope of the assessment relating to the Scoping Opinion</li> <li>• Discuss the proposed methodology and key datasets for the assessment</li> <li>• Identify any methodological or data concerns</li> </ul> <p>Marine Conservation Zone assessment</p> <ul style="list-style-type: none"> <li>• Key principles to be applied and guidance to be followed</li> </ul>
9	AOB

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<p>NH welcomed all participants to the meeting, undertook attendee check and outlined the agenda. NH informed participants that the first round of Expert topic Group (ETG) meetings have taken place and introduced the topic leads involved in this one-to one ETG meeting. NH also noted an alteration to the proposed agenda due to attendee commitments. Following Ornithology, Physical Processes will be brought forward to follow.</p> <p>EW introduced RWE, their background, including recent merge with innogy.</p>	None noted
2	<p>EW noted that a number of participants may well be familiar with the Project due to attendance at other ETG meetings.</p> <p>EW presented the background to the Rampion 2 project, including history of site and location of Rampion 2 in relation to the operational Rampion 1 project. The south-eastern area of search for Rampion 2 project is the remaining area not utilised from the Round 3 consented zone (Zone 6). Rampion 2 will not exceed the original consented 116 turbines of Rampion 1, however due to new technology and increased height of turbines the capacity will be around 1200 MW. Noted that turbine location within the project boundary is unknown at this time. The proposed landfall location for Rampion 2 is at Climping, with the connection onshore at Bolney (via a new Rampion 2 substation to be located in the vicinity of Bolney).</p> <p>Information on the indicative Development Consent Order (DCO) timeline timeline was summarised and the ongoing consultation and engagement with a large number of stakeholders was highlighted, with the aim of having a clear view of any issues or concerns before publication of the Preliminary Environmental Information Report (PEIR) in March 2021. EW also noted that RWE are aiming for Rampion 2 to be in a position to participate in the 2023 Contracts for Difference (CfD) auction.</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	None noted
3	<p>EW went on to inform participants of the activities undertaken to date. The first activity was onshore site selection, including a detailed constraints mapping of the Scoping boundary and to define and locate a suitable landfall location.</p>	None noted

Agenda Item	Notes	Actions
	<p>Survey work has been undertaken for marine mammals and ornithology since 2019, continuing despite the ongoing Covid-19 pandemic through to March 2021. The early commencement of these aerial surveys was undertaken to ensure two years of data capture was achieved to inform the Environmental Impact Assessment (EIA). In addition, through the summer of 2020, intertidal benthic ecology surveys and offshore geophysical surveys within the site boundary were also completed, along with onshore terrestrial ecology ground truthing. Other surveys conducted to date include socio-economic surveys, SLVIA (Seascape, Landscape Visual Impact Assessment) viewpoint photography surveys, terrestrial ornithology and vessel traffic surveys. Early useful stakeholder engagement has continued throughout. As participants may be aware, we have already held the first round of offshore ETG meetings for Rampion 2.</p> <p>The Scoping Report was sent to the Planning Inspectorate (PINS) in July 2020 and a Scoping Opinion response on behalf of the Secretary of State was received in August 2020.</p> <p><u>Comments/questions:</u></p> <p>EW asked if any of the participants had any questions at this time. <b>None raised.</b></p>	
4	<p>NH informed attendees that the ETG meetings are part of the Evidence Plan Process (EPP) and that this additional one-to-one ETG will help towards finishing off the first round of offshore ETG topic meetings. NH ran through the aims of today's meeting, which included discussions in principle on methods and approach for each topic. NH also informed participants that the Method Statements mentioned in this ETG meeting are in the process of internal review and hope to circulate the Method Statements within the next couple of weeks.</p> <p>The ETGs will be led by the Steering Group and there will be a further three targeted meetings for each ETG group, with the next purposed in the New Year (approximately January/February 2021). NH informed attendees that a full programme for the EPP will be produced for next year's meetings. NH also flagged that the Terms of Reference (ToR) comments have been collated and are in the process of being finalised, which should be completed within the next few weeks.</p> <p><u>Comments/questions:</u></p> <p><b>None raised.</b></p>	None noted
5	<p>SS introduced APEM and presented an overview of the presentation's agenda.</p> <p>APEM are leading the offshore ornithology survey data collection, with monthly surveys conducted since April 2019 and have continued throughout the Covid-19 pandemic. SS discussed the methodology of the aerial digital surveys and the grid-based survey design. SS noted a separate Method Statement paper is being produced, however APEM are waiting on the final design parameters before signing it off. SS anticipated that 15 months of the survey data would be available for defining the baseline at PEIR and use in the assessments at this stage.</p>	

Agenda Item	Notes	Actions
	<p>SS asked if there were any questions? <b>None raised.</b></p> <p>Figure (slide 4) illustrates the extent of APEM’s contracted aerial survey area and the Scoping boundary, which slightly extends beyond the aerial survey search area in the east. SS flagged that the footprint of Rampion 2 has been updated and the figure (slide 5) shows the proposed revision of the Red Line Boundary (RLB) for PEIR Assessment, which brings the RLB to match the 4 km buffer area surrounding the aerial survey area.</p> <p>SS presented the intertidal ornithology data sources to be used and presented a separate a table on offshore ornithology for APEM’s initial survey findings on the estimated abundance of the main seabirds within the Scoping boundary. Noted that data for auks had not been subject to correction for availability bias (i.e. to account for any auks potentially underwater during the point of image capture). A general overview was given of the seabird abundance and noted that the abundance numbers were unusually high in February 2020 for razorbill and guillemot in particular, which may be linked to a bad weather storm event during that time.</p> <p>SS presented the designated sites and the 4-pronged approach to consider for potential connectivity. SS indicated that the main data sources contributing to the baseline would be from the site-specific survey data (intertidal and offshore), but additional data sources providing data on migratory birds would be reviewed (or modelled if necessary) to account for birds that may not typically be recorded in any survey effort.</p> <p>SS asked if any participants had questions on the designated sites criteria covered? <b>None raised.</b></p> <p>SS continued the presentation on literature sources used to define the different bio-seasons for each for seabirds of interest and the different scales of populations future assessments would be undertaken for, including Furness (2015). More local and regional population assessments would be informed from local bird survey reports, datasets and from the JNCC’s Seabird Monitoring Population (SMP) online database.</p> <p>SS covered the Collision Risk Modelling (CRM) approach, which would be undertaken using the Marine Scotland Science stochastic CRM (sCRM) but used deterministically. Collision risk and displacement are considered the key issues for seabirds present during the breeding and non-breeding seasons. Species of interest would also include migratory birds (passerines and non-passerines) that may only encounter the Project during spring and autumn periods. The worst-case scenario for CRM would cover the maximum number of turbines, maximum rotor diameter and a 22 m air gap (pending confirmation of design freeze). For PEIR, APEM proposed to use Johnson <i>et al.</i> (2014) for flight height data supplemented with site-specific data where appropriate. APEM are using the stochastic CRM (sCRM) which will be run deterministically as per Natural England and RSPB guidance, using worst-case scenario parameters.</p> <p>SS discussed the displacement of birds and presented a figure (slide 12) of the array area (in pink) and the buffer area (in purple) which is show as 2 km, but the buffer will be 4 km. SS highlighted again that the PEIR Assessment RLB is pending. This is a project extension and APEM have proposed to remove</p>	

Agenda Item	Notes	Actions
	<p>Rampion 1 from the buffer area (figure show on slide 12), as APEM have data within the Rampion 1 footprint.</p> <p>SS finished the presentation with discussion points on the design freeze, which will feed into PEIR. Noted that the export cable has not been considered. SS noted that for migratory species Rampion 2 will not cause a barrier effects on a bird with a long migratory route. Will need to clarify point with Natural England.</p> <p><u>Comments/questions:</u></p> <p>JT – Raised a question over the estimated abundance table (slide 7). Queried what the significance of the colouring relates to?</p> <p>SS – The red colouring was meant to highlight where the larger numbers of seabird abundance raised peaks in individual months.</p> <p>END</p> <p>AG – The peaks in seabird abundance in February, as SS mentioned was perhaps due to bad weather. It is important to keep those peaks in abundance in for assessment. There are different ways of assessing, by peaks or peak means, Natural England will not want those peaks lost.</p> <p>SS – These abundance numbers in February were highlighted as an exception not a rule. APEM will follow standard practice and displacement figures will be included. We will not have February 2021 data available for PEIR but will be available for the Environmental Statement (ES). The collision risk will be mean of any two months in the CRM.</p> <p>END</p> <p>SS – Asked if any participants had questions on CRM?</p> <p>JT – Looking for clarification as the species of interest in CRM include kittiwake, however kittiwake was not used/mentioned on wider surveys in the area of search?</p> <p>SS – Kittiwake query also raised by Sussex Ornithology Society. There is a colony on the south coast which may or may not forage within the Rampion 2 study area.</p> <p>JT – Large abundance number of kittiwakes recorded in the aerial survey for February 2020, which may be an indication of weather-based influence but agrees that this can't be confirmed yet.</p> <p>END</p> <p>SS – Raised a comment to Natural England for their perspective on the use of sCRM. Is there anything APEM need to be aware of or are Natural England satisfied?</p> <p><b>AG – Will need to find out and get back to APEM.</b></p> <p>END</p> <p>AG – In relation to displacement, it makes sense to have an alone assessment of Rampion 2. For cumulative assessment Rampion 1 would go back in.</p>	<p><b>AG, 27/11/20</b></p>

Agenda Item	Notes	Actions
	<p>SS – Data from Rampion 1 would be included in the in-combination and cumulative assessment. To define the baseline for Rampion 2, APEM will look at birds in the array area.</p> <p>JT – Had the same comment as AG. In terms of agreement, could SS send over the presentation post ETG meeting?</p> <p><b>SS – The presentation can be sent to JT after the meeting.</b></p> <p>EP – Notes that Natural England will not agree to anything in the ETG meeting, information will need to be taken away and discussed.</p> <p>NH – Clarified that the Method Statement will flag area where further agreement is needed.</p> <p>JT – Wished to clarify that the ETG was to seek opinion and overall agreement would be post meeting?</p> <p>SS – Seek agreement were possible.</p> <p>END</p> <p>SS asked if Natural England could clarify barrier effect on migratory species?</p> <p>AG – It is a collision risk issue, but not a barrier effect issue. AG raised a question in relation to the CRM for migratory species. Tern species are screened in, but not other species. Is that based on non-seabird migration or is it based on species recorded?</p> <p>LG – Confirmed is was based on species recorded in the survey.</p> <p>AG – Asked if there is confidence that the survey was completed at the right time, e.g. certain species migrate at night.</p> <p>LG – Asked for clarification on particular species or sites Natural England are worried about or is it more the methods used?</p> <p>AG – More the methods used and questions around rationale behind the process.</p> <p>LG – Currently the migratory species are based on wintering birds recorded in the survey area.</p> <p>SS – From an EIA perspective, migratory seabirds and non-seabirds, which is similar to Rampion 1 modelling. PEIR review data will be refined going forward.</p> <p>AG – In-combination assessment will be as tricky as it was for Rampion 1.</p> <p>SS – Follow examples learned from Rampion 1 and integrate them into this Project.</p> <p>END</p> <p>NH asked if there were any further questions? <b>None raised.</b></p> <p><u>SS left the meeting following the ornithology presentation.</u></p>	<p><b>SS, 13/10/20</b></p>



Agenda Item	Notes	Actions
6	<p>DL presented the overview of the physical processes presentation agenda. He noted the issues that ABPmer plan to consider along with the proposed methodology. ABPmer are currently considering a number of different approaches which can be evolved with evidence and project design evolution.</p> <p>DL presented an overview of the baseline environment. This included the tidal regime (which is greater in the Solent); the wave regime, in which the swell from the Atlantic and eastern approaches and the medium-low wave height; the seabed sediment and morphology, noting sand waves are present; and coastal characteristics and the heavily manged shoreline, coastal defences and management (which will continue into the future). The image provided in the slide shows the extent of the study area (shown with purple line) and spring tidal excursion buffer (shown with orange line), which is the distance over which water maybe displaced by mean spring tides, effects included sediment dispersal and settlement.</p> <p>DL asked if there were any questions on the baseline environment? <b>None raised.</b></p> <p>DL covered the data sources listed in the Scoping Report and the geophysical survey data which is currently being processed. All data for Rampion 1 utilised where appropriate, including technical reports and modelling (e.g. metocean and geophysical works) to provide good continuous area of data coverage. Metocean data covers a large area from the original Rampion 1 study area, therefore sufficient data is available to inform Rampion 2.</p> <p>DL discussed the summary of key Scoping responses. A full list of designated sites within study area will all be assessed appropriately, including Sites of Special Scientific Interest (SSSIs). DL also covered the consideration of the operational Rampion 1 wind farm in Rampion 2 assessment response. DL noted that the normal approach to assessment of impacts on waves and hydrodynamics is to find the difference between comparative ‘with scheme’ (i.e. baseline plus Rampion 2) and ‘baseline’ scenarios. As such, if Rampion 1 is excluded or included in the baseline scenario, the effect of Rampion 1 will be either absent or present in both scenarios prior to differencing and so is not explicitly visible. The in-combination potential effect and impact of Rampion 1 (as built) and Rampion 2 will be assessed as part of the in-combination and cumulative assessments.</p> <p>Most common comment relates to evidence-based approach. This will be applicable to previous developed models. We will undertake quantitative and objective assessments of most appropriate methodology to take. Essential decision will be on the total amount and distribution of blockage presented by Rampion 2 (EIA realistic worst case, up to 116 monopile or jacket foundations) and Rampion 1 as built, 116 monopile foundations), in comparison to that considered in the earlier modelling for Rampion 1 (EIA realistic worst case design, 95 monopile and 80 GBS foundations).</p> <p>DL noted that the disposal licence comment has also been acknowledged. DL also discussed the impact of offshore wind farms on waves, currents and sediment plumes and noted that question was raised by Natural England over new wave modelling which required further justification before agreement</p>	

Agenda Item	Notes	Actions
	<p>could be made. ABPmer currently in the process of making objective justification of most appropriate assessment.</p> <p>DL covered the overview of the assessment approach which noted the assessment would be divided into pathway and receptor based effects. DL noted there are not many Physical Processes receptors. Also noted the requirement to undertake assessment of change e.g. sediment plumes and sediment transport pathway changes.</p> <p>DL asked if there were any questions on this section? <b>None raised.</b></p> <p>DL discussed the issues to consider in the assessment approach for construction, operation, decommissioning and cumulative effects. DL highlighted that Horizontal Directional Drilling (HDD) is typically used to reduce the direct impact on the seabed during construction. DL noted that the potential changes during operation should be considered and should include the maximum potential change to tidal and wave regime; sediment transport and morphology, and whether similar or lesser impacts arise from the Rampion 2 infrastructure. Operational effects of infrastructure around seabed i.e. scour could change the local profile of the seabed. The dimensions would be given to determine total area of scour.</p> <p>DL presented the evidence base approach, which is tailored to the site/project. ABPmer will consider separate methods of assessment used for wave, hydrodynamics and sediment plume effect, not an all or nothing consideration, also considering the robust information from literature review and surveys including previous assessments from Rampion 1, including numerical modelling. Spreadsheet modelling includes the transfer of a volume of sediment into a known volume of water to determine how it is displaced. This includes the effect, timescale and settlement rates. The rate if it resettles, includes the change in thickness, the volume of sediment known and captured, to be able to realistically say what the known concentration will be. Desk-based assessment of scour and potential effects of cable protection and also landfall will be carried out.</p> <p>DL finished presenting by covering the next steps which included a review of the project design information, the assessment methods and data sources, before proceeding with PEIR assessment.</p> <p><u>Comments/questions:</u></p> <p>DL – Asked if there were any other data sources not listed that ABPmer should include?</p> <p>EP – Believed ABPmer had covered everything, but Natural England can take data list away and add to it if necessary.</p> <p>DL – Asked if there was any data on sites that Natural England wish to be included?</p> <p>EP – Have all SSSIs been included e.g. coastal SSSI, as it is not clear in the Scoping Report?</p> <p>DL – Apologies if this was not clear in the Scoping Report, ABPmer will be including SSSIs in the assessment.</p>	

Agenda Item	Notes	Actions
	<p>END</p> <p>DL – Asked if Natural England had any comments on the Scoping Responses listed? Particularly in relation to the new wave modelling.</p> <p>EP – Pleased to see ABPmer have addressed most of Natural England’s comments.</p> <p>DL – ABPmer will carry forward all comments.</p> <p>END</p> <p>DL – Asked if participants were content with the broad scale of assessment?</p> <p>EP – Flagged scour protection. Are ABPmer looking at worst-case scenario or are ABPmer feeding this into the assessment at a later date?</p> <p>DL – The standard practice is to provide proportionate, worst-case scenario assumptions of where scour protection may be installed.</p> <p>EP – Part of design is scour protection, so it should be considered for the whole project. May be issue later into the project if it is not accounted for.</p> <p>DL – Over last 5years some projects have underestimated the amount of scour protection required. The amount of scour protection required for Rampion 2 will be laid out in the Project Design, which will include a Rochdale Envelope approach.</p> <p>END</p> <p>DL – Asked if there were any comments on the assessment approach? Although not defined, they are proposed assessment methods.</p> <p>EP – In relation to Natural England’s comments on the Scoping Report are ABPmer looking at conducting new assessments where necessary, rather than just using old data from Rampion 1?</p> <p>DL – ABPmer do have some useful Rampion 1 evidence, with the option for new modelling if needed, if we find it necessary.</p> <p>END</p> <p>LG – Raised a question for Natural England in relation to the Solent Maritime Special Area of Conservation (SAC). Natural England made a comment in relation to pathways for impact on some SAC features. Does this relate to physical processes?</p> <p>EP – Natural England felt it required further explanation.</p> <p>END</p>	
	<p><b>Water Framework Directive Assessment</b></p> <p>AdB presented the Water Framework Directive (WFD) assessment for the project and outlined the general approach to the assessment, which included the guidance documents by the Environment Agency (EA), 2017, and the three-stage process of assessment.</p> <p>Stage 1- WFD Screening which will consider onshore and offshore assessment including any WFD waterbody with 2 km of the Order Limits, surface water</p>	

Agenda Item	Notes	Actions
	<p>bodies (river and transitional) and ground water, along with any UK Biodiversity Action Plan (BAP) Priority Habitat within 500 m of the Order Limits.</p> <p>Stage 2 – WFD Scoping which will identify the key receptors that are at risk from the proposed activity and will therefore require Impact Assessment.</p> <p>Stage 3 WFD Impact Assessment, which will consider pressures of the activity on the marine environment and key receptors. The main aim is to determine whether there is potential for deterioration in the status of the waterbody receptor. Alternatives will be considered to minimise impact, if any arises. The impact assessment will also consider the risk of jeopardising ‘Good status’ of the waterbody.</p> <p><u>Comments/questions:</u></p> <p>AdB asked if there were any comments on what had been presented?</p> <p>EP – Natural England would advise the Applicant consults with the Environment Agency to discuss the scope of the WFD assessment.</p> <hr/> <p>NH – Asked if any participants had any further comments on what had been covered so far in the ETG meeting.</p> <p>AG – Raised a comment on the Habitats Regulations Assessment (HRA) screening. The Statutory Nature Conservation Bodies (SNCBs) were looking at the HRA report and have agreed the foraging range should be <i>species specific mean maximum foraging range +1 standard deviation (Mean Max +1SD)</i>, as presented in Woodward <i>et al.</i> (2019), is appropriate. AG noted in practical terms this may not make a difference to designated sites. <b>AG also informed that this information can be put into a clearer format if preferred?</b></p> <p>LG – Confirmed that feedback on HRA Screening had been received, but did not include comment on SD, therefore if AG could clarify in an email please.</p> <p><u>AG and JT dialled off before the Marine Mammal presentation.</u></p>	<p>AG, Date N/A</p>
7	<p>RS from SMRU Consulting presented the agenda.</p> <p>RS noted that digital aerial survey started in April 2019 and are ongoing. Year 1 of data collected has identified harbour porpoise and common dolphin along with other unidentified dolphin/porpoise species and unidentified seal species.</p> <p>RS covered the data sources which will be drawn upon and noted that Rampion 1 baseline data sets will be included. RS flagged the main data sources for seals and noted that the seal at-sea usage maps had no information on count data for grey seals and no tagging data either. As a result SMRU Consulting are less confident in the data due to lack of information.</p> <p>RS noted there had been some progress in relation to the species scoped in since the first ETG meeting on the 18<sup>th</sup> September. RS informed participants that there was no information on white-beaked dolphins with the study area. RS noted there were a couple more sources to double check, however, it may be possible to scope out white-beaked dolphin. CL confirmed if the data shows the white-beaked dolphin is not there, then it is not there, as long as it is justified why it has been scoped out.</p>	

Agenda Item	Notes	Actions
	<p>RS presented the scope of assessment, which included scoping in Permanent Threshold Shift (PTS) and disturbance risk in relation to piling and UXO clearance. A list of items scoped out included four areas which were disagreed by the Marine Management Organisation (MMO) and Natural England. RS flags the TTS impact ranges, which were discussed with the MMO and need to be discussed with Natural England. RS highlighted the remaining three impacts which require agreement, other construction noise, reduction of prey and disturbance at haul-outs (these will all be included in the Impact Assessment as simple assessments), e.g. connectivity with haul outs with landfall. <b>CL agrees with approach.</b></p> <p>RS finishes with presenting the noise impact assessment methodology. RS notes that the noise modelling will be completed by Subacoustech using INSPIRE model. The maximum design scenario including maximum hammer energies and the most likely scenario, which will include representative hammer energy and ramp up for monopile and pin pile. PTS- and TTS-onset thresholds will be the dual metrics presented in Southall <i>et al</i> 2019. Cetacean piling disturbance will use a dose-response curve from Graham <i>et al.</i>, 2017. For seal piling disturbance a dose-response curve from Whyte <i>et al.</i>, 2020 will be used (this paper is an update from Russell <i>et al.</i>,2016, due to limitations in this paper).</p> <p>For UXO clearance disturbance impact range is 26 km. The presence, type and number of UXO in area is unknown, therefore, SMRU Consulting will assess a range of potential UXOs. RS noted that the MMO recommended in the Scoping Opinion noise abatement measures and its inclusion in modelling. This needs to be discussed and agreed. SMRU Consulting will assess the impacts of piling firstly without mitigation measures and then if significant impacts are identified, will bring in consideration of noise abatement measures. If impacts without mitigation are significant and additional modelling is required, SMRU Consulting and Subacoustech will discuss with the MMO, Cefas and Natural England to discuss different technology approaches and how to incorporate this into the modelling. <b>CL agreed with this approach.</b></p> <p>RS asked if there were any other questions? <b>None raised.</b></p> <p><u>Comments/questions:</u></p> <p>CL – In relation to the lack of information on grey seals, RS may wish to get in contact with Sarah Marley at Portsmouth University for a currently unpublished research paper on grey seals.</p> <p>RS – Sarah Marley has been in touch and has sent over the manuscript, along with several Undergraduate and Masters project papers on grey seals haul out including a project with SeaWatch on the Isle of Wight.</p> <p>END</p> <p>RS – Asked Natural England if the South England and the South-East England MU should be combined? There are potential pros and cons to this.</p> <p>CL – Potentially could use both, there is a higher number in the South-East England MU, which may skew results. Natural England might have to go away and consider further and come back to SMRU Consulting.</p>	

Agenda Item	Notes	Actions
	<p>EP – Natural England consider it pragmatic in this instance for the reference population for the seal assessments to be comprised of 50% of the South England MU population and 50% of the South-East England MU population. The project has the potential to impact both MU populations, however including every seal from the Isle of Man to the Humber is not realistic and may only serve to dilute any potential impact.</p> <p>END</p> <p>RS – Asked if any other data sources should be added to the list provided in the presentation?</p> <p>CL – Did not believe any data sources were missing.</p> <p>END</p> <p>RS – In relation to TTS justification, Cefas require TTS-onset impact ranges and number of animals in impact ranges. SMRU Consulting will not include magnitude, only ranges and number of animals for context.</p> <p>CL – Agree with approach, having TTS for context is useful.</p> <p>END</p> <p>RS – <b>SMRU Consulting is to supply a Briefing Note</b> to highlight the difference between the two papers (Russell <i>et al.</i>, 2016 and Whyte <i>et al.</i>,2020).</p> <p>CL – Notes that this would be useful.</p> <p>END</p> <p>CL - Have you decided upon a maximum size for UXO? A number of projects use 500kg, but Natural England would recommend 750kg.</p> <p>NH - We are still drafting at the moment so that has not been clarified, but Natural England’s preference of 750kg has been noted.</p> <p>END</p>	<p><b>RS, to be issued with the minutes</b></p>
7	<p><i>There were some technical issues during RS’s presentation and as a result AdB presentation on Benthic Ecology and Nature Conservation was presented, before returning to Marine Mammals.</i></p> <p>AdB presented the agenda for the topic benthic subtidal and intertidal ecology and noted familiarity with the area from previous work on Rampion 1.</p> <p>A figure presented on the slide shows the benthic ecology study area, which was informed by the tidal excursion (shown as a purple line). This figure was also present in the Scoping Report.</p> <p>AdB ran through the existing data sources and noted there was an extensive range of data available for the area of interest, which was presented in the Scoping Report, notably including post-construction data from Rampion 1. In addition, AdB noted the Biologically informed habitat map (Cooper <i>et al.</i>, 2019), which includes aggregate dredging sites.</p> <p>AdB asked if there were any other data sources that should be included? <b>None raised.</b></p>	<p>None raised</p>

Agenda Item	Notes	Actions
	<p>AdB presented the site-specific surveys, which included the collection of geophysical data to inform subtidal sample collection. Previous datasets will also be considered, including Rampion 1 surveys. The survey will include the collection of subtidal grab samples for fauna and particle size distribution (PSD) analysis, as well as conducting drop down video. The intertidal survey was completed in July 2020, covering the cable corridor area at Climping Beach. This survey included a Phase I walkover survey, UVA mapping (by drone), Phase II sampling and Quadrat sampling.</p> <p>AdB covered the three key Scoping discussion points. The first point noted pollution incidents, which will be covered in a Project Environmental Monitoring Plan (PEMP) and Marine Pollution Contingency Plan (MPCP). It will be presented at PEIR at a high level and more information on the content and form of the PEMP and MPCP will be set out for consultation, as well as information as to how these plans will be secured under the DCO. The second point raised during Scoping was on electromagnetic fields (EMF) and the potential for impacts to arise on benthic receptors, with PINS suggesting that this should be included within the Environmental Statement (ES). AdB informed participants that this Scoping response was based upon an American study of EMF on benthic species and that during the first ETG meeting on the 18<sup>th</sup> September the MMO and Cefas were content with the provision of PEMP and MPCP along with scoping out EMF, noise and accidental pollution event effects on benthic ecology.</p> <p>AdB finished presenting by discussing the assessment approach and noted that the Marlin Marine Evidence based Sensitivity Assessment (MarESA) will be a key resource in considering the sensitivity of receptors.</p> <p>AdB asked if there were any questions on the assessment approach?</p> <p>EP – Should include the worst-case scenario in terms of how much scour projection may be required.</p> <p><u>Comments/questions:</u></p> <p>AdB – Asked if Natural England had any further comments on the key Scoping discussion points. In particular the scoping out of EMF and provision of the PEMP and MPCP?</p> <p>EP – Natural England defer to the view of MMO and Cefas in relation to EMF. Natural England would welcome consultation on the PEMP and MPCP documents. At this point we are aware they will be produced, but do not have any information on the measure they will include to limit any potential pollution incidents. Therefore, it is too early to scope this out at this stage.</p> <p>NH – Suggested that this could be confirmed through feedback on minutes by NE rather than sending through separate document.</p> <p>END</p>	
	<p><b>Nature Conservation</b></p> <p>AdB presented on the topic nature conservation aspects of the EIA including the Marine Conservation Zone (MCZ) assessment and noted that the methodology will be sent out for comment.</p>	



Agenda Item	Notes	Actions
	<p>AdB summarised the scoping responses. For designated sites a technical note will be sent out for comment, on why some nature conservation sites have been considered in the study area and why others can be scoped out. AdB covered the assessment approach and noted that all designated sites that could be impacted by Rampion 2 will be identified. This assessment will include SACs, Special Protection Areas (SPAs), SSSIs, Ramsar, MCZs, Local Nature Reserves (LNR) and Marine Local Wildlife Sites (LWS).</p> <p>AdB asked if there were any comments on the assessment approach for Nature Conservation? <b>None raised.</b></p> <p>AdB finished by presenting the MCZ assessment approach, including guidance documents to be used and MCZs to be screened in.</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	
9	<p>NH asked all participants if there were any further questions on any of the topics covered in today ETG meeting? <b>None raised.</b></p> <p>NH confirmed the Method Statements mentioned in the ETG meeting will be finalised in the next 2 weeks. NH also informed participants the <b>one-to-one ETG meeting minutes and presentations will be sent to attendees within next 2 weeks.</b></p> <p><u>Comments/questions:</u></p> <p>EP – In terms of timescales for documents to review, it would be useful to have a rough timeline of when documents will be made available and when they will be circulated in order for Natural England to plan resources around it.</p> <p>NH – The Method Statements were waiting for the completion of the first round of ETG meeting in order for information discussed to be included within the Method Statements. The more information provided the better, so the drafting will need to include information from additional ETG meetings. We hope to have the Method Statements available within the next 2 weeks with a four-week review period as flagged by both Natural England and the MMO, which we have tried to incorporate into the ToR. There should not be anything else for review, other than the Method Statements. NH will provide a programme for the ETG meetings scheduled for next year and any documents that require review that are associated with those meetings.</p> <p>EP – Looked for clarification that the Method Statements were all that required reviewing between now and Christmas?</p> <p>NH – Confirmed this was the case for Offshore.</p> <p>Both NH and EW thanked all meeting participants for their time and participation.</p> <p>END of MEETING</p>	NH,27/10/20



These meeting minutes should be read in conjunction with the Evidence Plan consultation log for this Expert Topic Group. The consultation log has been updated to represent any key areas of agreement (or disagreement), in line with the aims of this Evidence Plan, which arose during this meeting.

**Rampion 2**  
**Evidence Plan Process: Seascape, Landscape, Archaeology and Cultural Heritage and Marine**  
**Archaeology**  
**Expert Topic Group Meeting**

**Date:** 15/09/2020

**Location:** Videoconference via Microsoft Teams

**Attendees**

[REDACTED]	Natural England	Senior Environmental Specialist
[REDACTED]	Natural England	Case Officer (Marine Lead Advisor)
[REDACTED]	Historic England	Marine Planning Archaeological Officer
[REDACTED]	Historic England	Science Advisor (South East)
[REDACTED]	West Sussex County Council (WSCC)	Rampion 2 Project Officer for West Sussex
[REDACTED]	WSCC (Archaeology)	County Archaeologist
[REDACTED]	WSCC	Acting County Planning Team Manager
[REDACTED]	South Downs National Park Authority (SDNPA)	Landscape & Biodiversity Strategy Lead
[REDACTED]	SDNPA	Cultural Heritage Lead
[REDACTED]	SDNPA	Infrastructure and Environmental Strategy Lead
[REDACTED]	Brighton and Hove District Council	Planning Applications Manager
[REDACTED]	Horsham District Council	Senior Planning Officer
[REDACTED]	Chichester District Council	Divisional Manager – Development Management
[REDACTED]	Isle of Wight Council	Principle Planning Officer
[REDACTED]	Arun District Council	Principle Conservation Officer
[REDACTED]	Mid Sussex District Council	Senior Planning Officer
[REDACTED]	High Weald AONB Partnership	Planning Advisor
[REDACTED]	Chichester Harbour Conservancy AONB	AONB Manager
[REDACTED]	National Trust	Planning Advisor
[REDACTED]	Maritime Archaeology	Marine Archaeology Specialist
[REDACTED]	Maritime Archaeology	Marine Archaeology Specialist
[REDACTED]	OpEn	SLVIA Specialist
[REDACTED]	RWE	Consents Manager – Rampion 2
[REDACTED]	Wood Plc	Onshore EIA Project Manager
[REDACTED]	Wood Plc	Historic Environmental Consultant
[REDACTED]	Wood Plc	Onshore LVIA Lead – Rampion 2
[REDACTED]	Wood Plc	Onshore Historic Environment Lead – Rampion 2
[REDACTED]	GoBe Consultants Ltd	Offshore EIA Project Manager
[REDACTED]	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager

**Apologies**

[REDACTED]	Marine Management Organisation (MMO)	Case Officer
[REDACTED]	Historic England	Project Lead and Terrestrial Heritage
[REDACTED]	Adur and Worthing District Council	Head of Environmental Services
[REDACTED]	Arun District Council	Head of Planning
[REDACTED]	Hampshire County Council	Strategic Manager – Environment
[REDACTED]	Lewes District Council and Eastbourne Borough Council	Head of Regeneration

Agenda Item	Agenda Item
1	Welcome and Introduction to RWE
2	Introduction to the proposed development
3	Activities undertaken to date
4	Overview of the Rampion 2 Evidence Plan
5	<p>Seascape, Landscape and Visual Impact Assessment (SLVIA)</p> <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>• Proposed methodology <ul style="list-style-type: none"> <li>○ Appendix C of the Scoping Report</li> <li>○ Methodology for SDNPA special qualities assessment</li> <li>○ Approach to assessment of South Downs Way (National Trail)</li> </ul> </li> <li>• Viewpoints for assessment</li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul>
6	<p>Landscape (LVIA)</p> <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>• Proposed methodology (including proposed matrices)</li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul>
7	<p>Onshore Archaeology and Cultural Heritage</p> <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>• Proposed methodology (including proposed matrices)</li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul>
8	<p>Marine Archaeology</p> <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion of the scoping opinion</li> <li>• Proposed methodology (including proposed matrices)</li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul>
9	AOB

## Minutes of Meeting

Agenda Item	Notes	Actions
1	<p>NH welcomed all participants to the meeting, undertook attendee check, and outlined the agenda.</p> <p>EP clarified she would attend along with Natural England's SLVIA specialist, ABa, (who would be attending later in the meeting) the SLVIA and LVIA sections as agreed with KJ prior to the Expert Topic Group (ETG) meeting.</p> <p>EW introduced RWE and their background, including recent merge with innogy.</p>	None noted
2	<p>EW presented the background to the Rampion 2 project, including history of site and location of Rampion 2 in relation to the operational Rampion 1 project. The south-eastern zone of the project is from the original Rampion zone (Zone 6). Rampion 2 will not exceed the original consented 116 turbines of Rampion 1, however due to new technology and increased height of turbines the capacity will be around 1200 MW. Noted that turbine location within the project boundary is unknown at this time.</p> <p>Landfall of Rampion 2 is at Climping and connection onshore is at Bolney (via a new substation to be located in the vicinity of Bolney).</p> <p>Information on the Development Consent Order (DCO) timeline was presented, with a focus on ongoing consultation and engagement to ensure that for the Preliminary Environmental Information Report (PEIR) there will be clarity on any issues or concerns.</p> <p>Noted that there are a number of extension projects as well as the up and coming The Crown Estate Round 4 projects and the aim for Rampion 2 is to be in the next Contracts for Difference (CfD) round, which RWE anticipate will be in 2023.</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	None noted
3	<p>EW discussed the activities undertaken to date. The first activity was onshore site selection, which comprised a detailed constraints mapping of the scoping boundary, with additional work conducted to define and locate a suitable landfall location.</p> <p>The Scoping Report was sent to the Planning Inspectorate (PINS) in July 2020 and a Scoping Opinion received in August 2020.</p> <p>Survey work has been undertaken for marine mammals and ornithology since 2019, continuing despite the Covid-19 situation through to March 2021. The early commencement of these surveys was undertaken to ensure two years of data capture was achieved to inform the Environmental Impact Assessment (EIA). In addition, through the summer of 2020, intertidal benthic ecology surveys and offshore geophysical surveys within the site boundary were also completed, along with onshore terrestrial ecology ground truthing. Other surveys conducted to date include socio-economic surveys, SLVIA viewpoint photography surveys, terrestrial ornithology surveys and marine vessel traffic surveys. Early useful stakeholder engagement has continued throughout.</p>	None noted

Agenda Item	Notes	Actions
	<p>EW noted that although several other potential substations were considered, National Grid confirmed through the CION process, that the substation at Bolney was the only suitable grid connection option.</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	
4	<p>NH informed attendees that the ETG workshops kicked off their meetings this week, with this being the first ETG meeting for this topic. NH ran through the aims of today's meeting, which included discussions in principle on methods and approach for each topic. The ETGs will be led by the Steering Group and there will be a further three targeted meetings for each ETG group, with the next proposed in the New Year (approximately January/February 2021).</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	None noted
5	<p>SMar presented the introduction and agenda.</p> <p>SMar noted the integrated approach between SLVIA, LVIA and cultural heritage and discussed the key issues raised and highlighted the importance of local knowledge with respect to SLVIA of the project. Viewpoints are a key theme coming through from the Scoping Opinion. In particular, those in the vicinity of landscape in relation to the Isle of Wight, Hampshire, West and East Sussex. Method statements currently in draft will include key data sets, and publications which adequately describe the baseline. The three main aims of today's meeting were to agree main viewpoints where possible, agree principles of the proposed methodology and agree the datasets to be used for PEIR assessment.</p> <p>SMar presented the list of agreement on effects to be scoped out following the Scoping Opinion. This included cumulative effects with other offshore wind farms with the exception of Rampion 1, effects outside the 50 km study area buffer (for a more detailed geographical focus of SLVIA within the buffer).</p> <p>SMar discussed the further recommendations by PINS in the Scoping Opinion, including dark skies assessment, further viewpoints on the Isle of Wight and views from the Isle of Wight coastal path.</p> <p>SMar detailed the key themes and issues from the consultation bodies as part of the Scoping Opinion. This includes a requirement for potential additional viewpoints to be added to the list provided in the Scoping Report, subject to stakeholder engagement. OpEn to receive feedback on proposed viewpoint following this meeting. Also included were potential effects of Rampion 1 'Zone 6', in the east/south of Rampion 2. Natural England flagged the potential 'curtaining effect' arising from the extent of the offshore scoping boundary in the west. A need for integrated approaches between receptor i.e. crossover with LVIA and cultural heritage, was also discussed.</p> <p>The viewpoints for assessment and comments received in the Scoping Opinion were detailed, including incorporating the early requests for additional viewpoints during early engagement pre scoping, from Natural England, Brighton and Hove District Council, East Sussex County Council and WSCC.</p>	

Agenda Item	Notes	Actions
	<p>SMar presented a table with a list of additional viewpoints raised by SDNPA and Natural England. All viewpoints were taken from the Scoping Opinion and a provisional long list was drafted with any further requests included, which identified all required viewpoints. The long list included relevant receptors, with a total of 62 viewpoints (listed in slides 12 and 13). It should be noted that several of these viewpoints are within close proximity to one another and therefore have a similar receptor or direction of view. Some are distant viewpoints with low visibility of the proposed project. Some of these viewpoints will be assessed in the PEIR and a short list of viewpoints will be made to allow significant effects to be assessed. Viewpoint distances from the project ranged from 13.4 km to 45 km. An integrated approach will be undertaken, which will represent several aspects from same location i.e. LVIA and cultural heritage receptors.</p> <p>SMar noted a draft method statement on viewpoint rationale will be provided to identify where any viewpoints have been omitted and will include the full list of viewpoints and maps. This method statement will be used to inform and prompt feedback/agreement from stakeholders. SMar highlights that not all viewpoints within the short list will require a photomontage/ assessment. A list of the proposed viewpoints for assessment, including reference to detailed maps, are shown in the presentation (slide 16-21). This included various landscape designations and Zones of Theoretical Visibility (ZTV).</p> <p>There were some difficulties in presenting the viewpoints and the associated ZTV results clearly due to varying screen sizes among attendees and with some attendees using phones to dial into the ETG meeting. As a result, the viewpoints were not discussed in detail.</p> <p>SMar discussed the proposed methodology for the method statements to be drafted and provided following the ETG. These will cover the viewpoint selection and rational and special qualities assessment approach.</p> <p>SMar presented the Special Qualities Assessment approach, which include the management plan for Special Qualities. SMar notes the Special Qualities will be outlined in a technical appendix of SLVIA, which will set out description of baseline quality and the geographical extent.</p> <p>SMar discussed the method statement and the intention to include assessment of the effects on walkers and their relationship with sea views along the South Downs Way. This will include the length of the route within the study area and potentially divide routes into smaller sections, start/stop points, circular walking routes. Arrive at an overall route using ZTV ground truthing and wireline analysis.</p> <p>CF flags that this is a sensible approach, particularly the relationship to the character assessment, highlighting the seascape view.</p> <p>The method statement for night-time effects from turbine lighting, was flagged in the Scoping Opinion. Specifically views for people at night from navigational and aviation lighting on the turbines. Lighting may affect quality of unspoilt places such as dark skies of the National Park. The lighting of a turbine's nacelle will have a bright red aviation light (2,000 cd), which can be dimmed to 200 cd to reduce intensity, typically done if light is visible from over 5 km away. Focus of assessment will be on where light is visible using ZTV</p>	

Agenda Item	Notes	Actions
	<p>mapping and representatives from the viewpoint list (feedback and agreement on viewpoint photomontages around immediate coastline e.g. Brighton). Viewpoints from South Downs dark skies reserve will be looked at in more detail of the effects on local people and the view from dark skies core areas. Although, this will still be assessed, SMar flagged that the light source on turbines were positioned low on the horizon. SMar noted the methodology for the design parameters, including design options, array formations and worst-case scenario.</p> <p>SMar finished the presentation with the key datasets included in the Scoping Report and those flagged for inclusion in the responses.</p> <p><u>Comments/questions:</u></p> <p>CF – Looked for clarity on ‘Zone 6’, does this include the exclusion zone?</p> <p>EW – Yes, it is included in the Scoping boundary, and will undergo continuous review based on scoping opinion responses and continued engagement.</p> <p>END</p> <p>ABa – Raised a point in relation to the provisional long-list of viewpoints. ABa reminded RWE that although there may be a wish to reduce the number of viewpoints assessed, the impact of the scheme in terms of scale, impact to three designated landscapes and a large population should be a driver in approaching the issue of visual effects to ensure a robust assessment. Viewpoints should be proportionate according to population and landscapes and if that means there are 60 for example viewpoints, then there are 60 viewpoints. Need to be mindful of scale, a large area affected and large number of people.</p> <p>SMar – OpEn will take that on board, this is a large study area. The visual effects will be assessed across different designated landscapes and coastal settlements within each viewpoint. Factoring in combined settlement and designated landscape behind it, potentially leads to a large number of viewpoints. It will be a representation of the key receptors but must be manageable in EIA process. This will be set out in the methods statement, including rationale for viewpoint selection. Need to make sure assessment proportionate to number of viewpoints.</p> <p>END</p> <p>RCr – Lit turbines at night affect how sea is perceived, will this be looked at across study area? SDNP Dark Night Skies (DNS) are a particular receptor, along with range of LVIA, will it cover DNS National Park features only? The impacts on night-time skies from the lighting of the proposed array will be potentially experienced over a much wider area than the SDNP and the assessment should take account of this.</p> <p>SMar – Effects are greater where there is a view out to sea (where there is limited baseline lighting) not looking out across an urban area. In areas from the SDNP sky glow of the urban coastal areas likely to influence views, with dark landscape below and dark skies above. Turbines aviation lights potentially appear fairly low to skyline in part of view already lit by baseline lighting from urban areas.</p>	

Agenda Item	Notes	Actions
	<p>RCr – Will there be an assessment to demonstrate view across coast itself and protected landscapes e.g. High Weald? Need a broader study than just National Parks.</p> <p>SMar – Assessment will include other viewpoints from coastal settlements such as Brighton. Survey works include lights of existing Rampion 1 which are evident at night. OpEn will look at how effects change this from Rampion 2 (if any), from perimeter lighting, as part of the assessment.</p> <p>END</p> <p>ABa – Details on maps provide in presentation are difficult to see on screen. An A2 print out would be best.</p> <p><b>SMar – OpEn can provide printable copies of the viewpoint maps. These will be A3 and A1 maps.</b></p> <p>END</p> <p>CF – Getting an understanding of the rationale but would be a lot more useful to have a method statement to know if right selection has been made.</p> <p>ABa – It will need a list of criteria and maps to support statements. Details are needed to reflect more thoroughly the rationale behind the short list.</p> <p>SMar – A Method Statement will be provided detailing rationale. Timescales are narrow for further surveys due to weather. OpEn managed to complete a large number of surveys in late August/early September; next surveys are on those viewpoints that remain outstanding. Getting materials across is a necessary step. Hopefully still get the weather in October to complete the viewpoint photomontages.</p> <p>END</p> <p>CF – The Special Qualities Assessment is the second purpose of National Parks assessment. Special Qualities important but not whole picture. The effect/potential farm of the proposed development on the Statutory Purpose of the National Park is the key issue.</p> <p>SMar – Picked up on in Scoping Opinion in regard to its statutory purpose. It will be informed by the SLVIA assessment, but also other aspects assessed in the EIA will contribute to judgements on statutory purpose.</p> <p>END</p> <p>CF – Understands how the Special Qualities lends itself to use for assessment, but this should be flagged under concerns of duty of regard. Something to be aware of and will require further discussion.</p> <p>SMar – Design process to show regard to statutory purpose of the SDNP.</p> <p>CF – Notes that it jumps ahead of fundamentals, which need to be defined first. Stressed the importance of the project design process not missing the fundamental issue of potential harm to SDNP’s statutory purpose.</p> <p>SMar – Description in Scoping Opinion notes the visual relationship between Downs and sea in relation to the Special Qualities Assessment. Are Special</p>	<p><b>SMar, 19/10/20</b></p>



Agenda Item	Notes	Actions
	<p>Qualities Assessments set out correctly in published material? Particularly the character assessment?</p> <p>CF – Needs to be supplemented with additional data. The SLVIA will also require updating.</p> <p>END</p> <p>RA – Landscape impact could be modest i.e. impact on Chichester Harbour. Those sailing out of Chichester Harbour will be have come out of the Area of Outstanding Natural Beauty (AONB). The impact would be much greater if the project came further west. If not that visible from Chichester, then we anticipate minimal effect as most sailors stay within the harbour. All depends on the height of turbines.</p> <p>SMar – Included in Viewpoint 22, which captures the effect you refer to. Some turbines may be visible around the headland. Visibility may be less than in the ZTV. Will require a model in more detail, which may be less if based on terrain.</p> <p>END</p> <p>RCh – Note Isle of Wight has candidate viewpoint, Viewpoint 24, which is considered sufficient, but noted that Natural England asked for additional viewpoints. Acting only as a representative of Isle of White AONB partnership (not available for today’s ETG), RCh can send any information on to them.</p> <p>CT – Similar to Isle of Wight Council, do not expect impact to be massive on AONB, Special Qualities may need a slightly different approach.</p> <p>RA – There are ten Special Qualities at Chichester Harbour.</p> <p>SMar – Assessment of effects on AONB will be carried out. The basis of assessment is to look at landscape characteristics. High Weald?</p> <p>CT – High Weald will be effects on landscape components in management plans rather than special qualities, which are not applicable.</p> <p>END</p> <p>SMar – Any other general effects? Any further scoping out will require further review and/or assessment. Another key impact will be the substation.</p> <p>CT – Onshore element (i.e. substation) higher impact for High Weald than offshore viewpoints, we only glimpse offshore, not necessarily an impact.</p> <p>SMar – Viewpoint maximum effect potentially at High Weald, Bolney area, the closest part of the AONB such as from the landscape trail (High Weald). Could be a viewpoint for both SLVIA and LVIA for onshore LVIA substation.</p> <p>CT – Not aware of any long distance views in this area, but possible viewpoint at Ashdown Forest suggested.</p> <p>SMar – Suggested there is an OS viewpoint at Ashdown Forest, approximately 40 km away.</p> <p>END</p> <p>RCr – Is the assessment covering the whole South Downs Way or only the section of the South Downs Way within the study area?</p>	

Agenda Item	Notes	Actions
	<p>SMar – Study area only, scope out anything outside study area.</p> <p>END</p> <p>ABu – National Trust is involved in a large National Heritage lottery piece of work in the Downs, which has a Character Assessment underway (SLVIA and LVIA) for the East Downs to the Changing Chalk Partnership.</p> <p>CF – Lots of data to underpin this, including updated Land Character Assessment, so we should seek to include this when published.</p> <p>END</p> <p>JN – SMar mentioned that the ZTV was not that accurate and needed updating where possible. The aim of reviewing the long list of viewpoints in a robust manner would require the ZTVs to be as accurate as possible.</p> <p>SMar – Utilising 5 m digital terrain monitoring (DTM), as suggested by Natural England, is proposed for coastal edge of study area up to 30 km from Scoping boundary, providing a high level of accuracy. We will update ZTV as part of the method statement.</p> <p>END</p> <p>AH – WSCC will review rational of the SLVIA methods, along with the viewpoint long list once these have been circulated. This rationale needs to include clear data sets/mapping to allow for this to be undertaken.</p> <p><b>NH – Circulate a method statement to stakeholders in the next couple of weeks. Viewpoint maps can be circulated and scaled up, either in the form of printable PDF versions or as hardcopies if requested.</b></p> <p>END</p>	<p>OpEn, 19/10/20</p>
6	<p>RR introduced the onshore LVIA, including an update of progress, design evolution and site selection process of substation locations. ZTV cannot yet be run for viewpoint locations whilst awaiting refinement of the proposed substations locations but will be done for PEIR.</p> <p>Focus on good quality landscape mitigation, limit effects on key receptors – SDNP, High Weald AONB. Assessment on a range of visual receptors within approximately 2 km.</p> <p>The substation location will be in the northern area of the onshore study area, the scoping boundary will be reduced down for PEIR, with refined approximate cable route.</p> <p>RR noted 3 km study area buffer was agreed with consultees. RR covered the landscape character type figure for cable route and substation location, the landscape design figure in relation to SDNP and AONB and the visual receptors figure – picked out in study areas, long distance footpaths, South Downs Way. Public Right of Way (PRoW) and settlements etc.</p> <p><u>Comments/questions:</u></p> <p>AH – WSCC would question whether the study area should be wider at the substation end of the onshore Scoping Boundary, as this area will not only encompass the cable route, but also above ground infrastructure and should</p>	<p>None noted</p>

Agenda Item	Notes	Actions
	<p>therefore be taking account of wider long distance viewpoint locations. WSCC wants to also note the importance of the study area capturing the sensitive receptors which could also be affected by the cumulative visual effects of the Proposed Development along with Rampion 1 and other relevant infrastructure in the locality.</p> <p>RR – The same distance has been adopted for the substation study area until site location is confirmed; clearly, if it's a hilltop then that may require a wider study area, but if it is in a valley with screening factors the area may be smaller. Design evolution is still ongoing, before confirming study area for PEIR.</p> <p>AH – Requested clarity with regards to landscape constraints and opportunities and how they are feeding into the site selection process.</p> <p>EW – A virtual broad cable walkover was completed. Next stage is substation site-specific walkovers and site visits. Planned for next week (w/c 21<sup>st</sup> September) and will take into account constraints mapping and ground truthing (in order to narrow down from eight substation locations). RWE will liaise with environmental topic experts and Local Planning Authority and Parish Councils throughout this process.</p> <p>AH – Scoping Report landscape section covered the dimensions of the proposed substation, will be approximately 150 m by 300 m, with a maximum height of 14m. Will there be further refinement of those dimensions?</p> <p>EW – Ongoing consultation with electrical engineers. The parameters will be updated/reviewed through the process, but it is likely that these will remain broadly similar maximum parameters.</p> <p>END</p> <p>JN – Clarity of design decision of cabling between project substation and grid connection? Will these be underground or overhead lines?</p> <p>RR – Everything onshore will be underground except the substation infrastructure.</p> <p>END</p> <p>RCr – Onshore LVIA, in relation to trees and hedgerows, can you explain how that will be included in onshore LVIA?</p> <p>AP – An Arboricultural Assessment will be carried out in line with British Standard 5837 guidance with the aim to feed into the onshore design evolution process of the EIA.</p> <p>RR – The LVIA team will liaise with Arboriculture consultants and look at reports to help determine the baseline conditions – This arboriculture assessment will then inform the LVIA.</p> <p>AP – The Arboriculture surveys and assessment will feed into final LVIA for DCO.</p> <p>END</p>	

Agenda Item	Notes	Actions
	<p>JN – Will onshore LVIA and wider EIA in general consider contractor compounds? This should include consideration of both key construction compounds (which can be expected over a longer period), satellite compounds, and any smaller lay-down areas /welfare.</p> <p>EW – RWE will consider in site visits, one of the lessons learnt from the Rampion 1 project was that these should be assessed as well.</p> <p>END</p> <p><u>As previously agreed, and mentioned in Agenda item 1, both EP and ABa left the ETG Meeting following completion of the SLVIA and LVIA topic presentations.</u></p>	
7	<p>ABr presented the onshore historic environment and the overall general agreement of approach, with no significant change to the onshore historical assessment. Notes to scope likely significant effects on heritage assets and that the assessment will include direct and indirect effects.</p> <p>ABr noted Historic England strongly encouraged a landscape approach presented as an assessment within the context of not just historic landscape character, but also geology and topography. Three broad onshore zones identified:</p> <ul style="list-style-type: none"> <li>• South coast plains</li> <li>• South Downs</li> <li>• Low Weald, Wealden Greensand and High Weald</li> </ul> <p>These will be refined and interfaced with Marine Archaeology as the project progresses, with reference to the Historic Landscape Characterisation data.</p> <p>ABr listed the key datasets/ sources including those flagged in the Scoping Opinion comments e.g. period based Historic Landscape Characterisation data. Any other recommended publications will be included.</p> <p>ABr presented the surveys for PEIR:</p> <ul style="list-style-type: none"> <li>• Onshore desktop study</li> <li>• Settings survey <ul style="list-style-type: none"> <li>○ Cannot provide list of the well-defined area, broad principles-staged approach</li> </ul> </li> <li>• Geoarchaeological deposit modelling</li> </ul> <p>ABr note the surveys proposed for post-PEIR:</p> <ul style="list-style-type: none"> <li>• Magnetometry survey</li> <li>• Geoarchaeological watching brief</li> <li>• Further geoarchaeological deposit modelling.</li> </ul> <p>ABr also covered potential further archaeological surveys, the need and scope of these will be defined by stakeholders and may include:</p> <ul style="list-style-type: none"> <li>• Archaeological trial trenching</li> <li>• Targeted geoarchaeological test-pitting or coring</li> <li>• LiDAR surveys</li> <li>• Buildings and/or historic landscape survey</li> </ul>	None noted

Agenda Item	Notes	Actions
	<p><u>Comments/questions:</u></p> <p>JMi – Approach sounds reasonable and covered suggestions made by WSCC and Historic England during previous consultation and as part of responses made during the Scoping process.</p> <p>JC – Concurred with JMi, noted mention of magnetometry as part of the geophysical survey, is there scope for others i.e. different environmental or, different geophysical survey? Magnetometry may not always be the most appropriate geophysical survey technique (which would depend on different subsoils, depths, type of archaeology etc) and consideration should be given to using other techniques where they might be more effective.</p> <p>ABr – This will depend on information we need to gather; however, nothing is ruled out. Magnetometry may be required carried out at some point of the process but depends on information we can collate from other techniques deployed.</p> <p>END</p>	
8	<p>RF introduced Maritime Archaeology team and apologised for Brandon Mason’s absence and presented the aims and objectives.</p> <p>RF noted that the Scoping Opinion comments raised were understood and agreed by Maritime Archaeology. Comments included ensuring understanding of deposits, additional sources, integrated offshore and onshore models, integrated geotechnical programme. Both SDNPA and WSCC flagged public engagement would be beneficial, such as blog posts to update the project progress. RF also noted clear commitments to be developed throughout the process as a main focus.</p> <p>RF presented the baseline approach including a full desk based assessment (DBA) of the marine archaeology study area. Additional datasets were presented to provide a comprehensive characterisation of archaeology in the area. Geophysical survey completed in July/August 2020 and the survey data was received at Maritime Archaeology this week (w/c 14<sup>th</sup> September 2020). RF discussed the geophysical survey specifications and noted an overlap was ensured with Rampion 1 geophysical survey.</p> <p>RF noted the desk-based deposit models and data sources presented, will inform early consultation ahead of the geotechnical sample location planning discussions.</p> <p>RF presented the geoarchaeological approach, with surveys contacted post consent. There has been early and regular consultation with Historic England and WSCC through meetings. Coordination of archaeological teams both onshore and offshore will take a pragmatic approach and will engage with specialists with local knowledge.</p> <p>RF also noted a joint geoarchaeology strategy is in preparation, subject to review and approval by Historic England. The methodology will be included in the outline WSI and geoarchaeology method statement. Suggested approach for Integrated deposit models to link the onshore/offshore zones to further understand the Pleistocene sequences of West Sussex.</p>	None noted

Agenda Item	Notes	Actions
	<p>RF covered public engagement and noted regular blog posts could be used – subject to approval from RWE.</p> <p>RF noted that the commitments will evolve and develop over the course of the project. Geotechnical survey elements likely to be post consent, commitment will be to secure methods and agree with client and stakeholders.</p> <p>The next steps include a geophysical technical report and PEIR assessment, method statements and outline approach for the Outline Written Scheme of Investigation (WSI) and Protocol for Archaeological Discoveries (PAD).</p> <p><u>Comments/questions:</u></p> <p>JMi – EW reminded us that part of the area proposed was a marine aggregate extraction area. Will this marine aggregate extraction area be taken into the DBA?</p> <p>RF – We will cover the mapped the area used for marine extraction, using National Record of the Historic Environment (NRHE) data supplied by Historic England, which includes marine aggregates reported to Wessex Archaeology. Maritime Archaeology have requested that data for inclusion in the PEIR chapter.</p> <p>END</p> <p>PN – Historic England will be in touch with Maritime Archaeology to discuss NRHE data further.</p> <p>END</p> <p>JC – No issues with what has been presented and is pleased with the geoarchaeology onshore/offshore link.</p> <p>END</p>	
9	<p>NH noted that this was the first ETG of a series (four in total), with the next ETG scheduled for the New Year, prior to finalising PEIR, the third ETG will be post PEIR following Section 42 comments, with the fourth and final meeting held prior to DCO application. NH stressed this was a provisional timeline.</p> <p>Detailed information on the SLVIA viewpoints will be circulated for feedback and agreement on.</p> <p><u>Comments/questions:</u></p> <p>NH ask if there were any general questions.</p> <p>JMi – Raised a question for ABr on setting surveys. Will it include all visual points on short-list for SLVIA/ LVIA and viewpoint sites with important archaeological sites?</p> <p>ABr – Confirmed the surveys would take into consideration the SLVIA/LVIA and heritage specific viewpoints.</p> <p>END</p> <p>NH any further questions on the EPP? <b>No response.</b></p>	None noted

Agenda Item	Notes	Actions
	Both NH and EW thanked all meeting participants for their time, presentations and participation.  MEETING ENDS.	

These meeting minutes should be read in conjunction with the Evidence Plan consultation log for this Expert Topic Group. The consultation log has been updated to represent any key areas of agreement (or disagreement), in line with the aims of this Evidence Plan, which arose during this meeting.

# Meeting Minutes

**Date:** [16 / 03 / 2201 13:00-16:00]

**Meeting at:** Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group meeting – Traffic, Air Quality, Noise and Socio-economics

**Attendees:**

- AB – [REDACTED] (Wood)
- AD – [REDACTED] (RWE)
- AH – [REDACTED] (West Sussex County Council)
- AP – [REDACTED] (Wood)
- APr – [REDACTED] (South Downs National Park Authority)
- AT – [REDACTED] (South Downs National Park Authority)
- BM – [REDACTED] (Adur & Worthing District Council)
- DW – [REDACTED] (Highways England)
- EW – [REDACTED] (RWE)
- GP – [REDACTED] (Wood)
- IG – [REDACTED] (West Sussex County Highways)
- JL – [REDACTED] (Arun District Council)
- JM – [REDACTED] (Brighton & Hove District Council)
- JN – [REDACTED] (West Sussex County Council)
- LB – [REDACTED] (Hatch Regeneris)
- LME – [REDACTED] (West Sussex County Council)
- ME – [REDACTED] (Wood)
- MF – [REDACTED] (Hatch Regeneris)
- MFD – [REDACTED] (Wood)
- MP – [REDACTED] (Wood)
- NB – [REDACTED] (Mid-Sussex District Council)
- RF – [REDACTED] (Highways England)
- SM – [REDACTED] (Mid-Sussex District Council)
- VC – [REDACTED] (South Downs National Park Authority)

**Apologies:**

- DF – [REDACTED] (Highways England)
- NE – [REDACTED] (Hatch Regeneris)

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**To be presented / discussed:**

**Actions**

- 1 **Introduction**



Continued...

The Scoping Opinion was received in August 2020. Since then, work has commenced on the Preliminary Environmental Information Report (PEIR). This will be based on the PEIR Assessment Boundary which is a reduction on the Scoping Boundary which was provided in the Scoping Report (July, 2020).

The first round of Evidence Plan Process (EPP) Expert Topic Group (ETG) stakeholder engagement meetings took place in Q3 of 2020 as well as wider Project Liaison Group (PLG) engagement with specialist groups to disseminate information to the public.

An Informal Consultation exercise for the general public was undertaken via the virtual village hall exhibition on the Rampion 2 website in January/February 2021. Member briefings were held as well as with PLGs and Parish Councils.

In parallel, land access requests have been issued to landowners for onshore surveys which will inform the PEIR and Environmental Statement (ES).

Offshore surveys have been completed as of February 2021. However, not all in-situ survey data will be available for PEIR however this will be incorporated in the ES.

The PEIR chapters are currently being drafted in line with the PEIR Assessment Boundary which has been refined with feedback from the Informal Consultation and ongoing consultation. The final PEIR Assessment Boundary will be communicated to ETGs prior to publication of the PEIR.

## 2 **Update on the Proposed Development**

EW provided an update on the Proposed Development. There is an ongoing design evolution process which has looked to refine the Scoping Boundary. This has taken into account environmental input (including designations and sensitivities) through desk studies and surveys, as well as technical engineering constraints and Informal Consultation feedback to identify the least impact feasible route. Areas of search for potential onshore substations have been refined to three and further optionality has been retained along the onshore cable route. This is an ongoing process being informed by consultation feedback, landowner engagement, environmental and engineering considerations.

The offshore part of the PEIR Assessment Boundary is also being refined to the east and north-west in response to early engagement on shipping and navigation and visual impacts from a Seascape, Landscape and Visual Impact Assessment perspective.

RWE presented a map of the indicative onshore elements of the PEIR Assessment Boundary which outlined the current proposed onshore cable route and substation search areas, demonstrating the optionality which exists at this stage. A slight deviation outside the Scoping Boundary close to Washington was outlined which is a result of technical engineering constraints including steep slopes. The PEIR Assessment Boundary will be further refined for the PEIR with some optionality likely retained. There may be areas of optionality in onshore substation search areas and cable route options however this will be made clear in the PEIR and presented to ETG prior to publication of the PEIR.

**Action: PEIR Assessment Boundary to be presented to the ETG prior to publication of the PEIR.**

RWE presented a map of the indicative offshore elements of the PEIR Assessment Boundary with refinements to the east to move away from the Traffic Separation Scheme

Continued...

and to the west taking account of shipping and, seascape, landscape and visual impact assessment considerations. There is an ongoing process of offshore design refinement.

### 3 **Onshore update**

Early engagement with the ETGs and other stakeholders commenced in 2020 to discuss baseline information, assessment scope and methodologies.

Feedback received within the Scoping Opinion has been taken into consideration and has helped inform the environmental assessment methodologies.

Onshore surveys are looking to commence in line COVID-19 pandemic guidance and are reliant on ongoing landowner discussions.

AP outlined that the assessments are looking to incorporate as much feedback from consultees/informal consultation as possible into PEIR aspect chapters.

An overview of the key activities undertaken to date was provided by AP:

- Onshore surveys commenced towards the end of 2020 from Public Rights of Way (PRoW), publicly accessible areas and where land access was available. Surveys completed to date include site walkover surveys for landscape and visual impact assessment (LVIA), historic environment, transport, and terrestrial ecology. Terrestrial ecology surveys conducted to date include extended Phase 1 (including badger / otter Phase 2 checks where applicable), bat, dormouse and wintering birds.
- A range of further environmental surveys are planned for 2021 as more land access becomes available and the PEIR Assessment Boundary is further refined. These surveys include further LVIA, agricultural land classification, noise (no vibration survey planned), historic environment, ground conditions, water environment, arboricultural, and terrestrial ecology.
- Where appropriate, the scope of the onshore surveys will be discussed in further detail in the ETGs and with key stakeholders to agree scope and extent.
- The COVID-19 pandemic continues to impact the survey programme and interactions with stakeholders. Since early 2020, a range of engagement with stakeholders has been undertaken both informally (meetings/communications) and formally (EIA Scoping Opinion). This is continuing, however, it is recognised that, in line with PINS guidance, flexibility relating to surveys, data availability/accessibility and the ability for stakeholders to engage will be required and agreed.

NB stated that at the last meeting, there were three potential sites for the substation, two of which were in Mid-Sussex District Council and one in Horsham District Council. NB questioned whether it can be assumed that the onshore substation search area located in Horsham will not be taken forward considering no representative from Horsham is attending this meeting? AP replied that all three options are currently being retained at this stage as they are all still considered viable.

**Action: AP will check Horsham District Council's invitation to this meeting.**

**AP**

**Post-meeting comment:** Horsham District Council has not requested to attend this ETG however they are included in other ETGs.

### 4 **Informal Consultation**

Continued...

The COVID-19 pandemic has altered the approach to the Informal Consultation which was carried out through a virtual village hall. It was very well received by most. The Rampion 2 team is pleased with the level of interest received through the Informal Consultation with over 6,000 visitors and over 250 Feedback Forms received.

The key issues raised through Informal Consultation were focused around the environmental impacts associated with onshore construction and the opportunity to enhance habitats through tree planting, kelp restoration, flood protection, and biodiversity protection and enhancement. Concerns were also raised regarding the need for a new cable route from Climping to Bolney, and substation location instead of using the existing Rampion 1 infrastructure.

It is expected that this valuable feedback will be incorporated into the PEIR and subsequent ES where appropriate. Further information will be provided in an Informal Consultation Report to be provided alongside the PEIR.

## 5 **Roadmap 2021**

The publication of the PEIR is expected towards the end of Q2 2021. The Statutory Consultation (S42/S47/S48) will take place in summer 2021. The Statement of Community Consultation will be provided to LPAs for the final consultation within the next week or so and will be published in advance of the Statutory Consultation. Taking into account all the feedback from the formal (S42) consultation, RWE is aiming to submit the Development Consent Order (DCO) Application towards the end of 2021.

The next ETG meetings are likely to occur in September 2021 (post-S42) and in December 2021 prior to the submission of the DCO Application.

## 6 **Transport**

GP presented the agenda of the presentation which will cover: Access Strategy Details, Update on Baseline Data, Consultation Progress, Traffic Generation, Public Rights of Way (PRoW) Impacts, Construction Traffic Management Plan, Abnormal Loads and Preliminary Findings.

## 7 **Access strategy (slide 3)**

Three different types of vehicles and therefore strategies for access to the various sites have been identified:

- Heavy Goods Vehicles (HGVs) for materials deliveries to construction compounds and site accesses. This is a key consideration for noise and air quality as well as traffic impacts on the Local Highway Network;
- Staff based vehicles which will route to/from construction compounds at the start and end of the day; and
- Light Vehicles (LVs) from construction compounds to other construction sites during the day normally outside of peak hours.

The Access Strategy is based on:

- reducing environmental impacts in the design stage by avoiding settlement/sensitive locations where possible;

Continued...

- using the most direct routes to/from the Strategic Road Network (SRN) to the numerous accesses on the Proposed Development;
- avoiding, where possible, single track roads which has been successful to date with only short sections of single track roads required to access certain sections of the onshore cable;
- taking note of local road restrictions; and
- the requirements for access.

## 8 **Access strategy – HGVs**

GP presented maps of HGV access from SRN (slide 4). This aims to avoid HGV routing through sensitive areas identified such as Findon, Henfield, Cowfold and Sullington as well as Arundel (other than the A27) and Washington (other than A283). Further detail will be set out in the PEIR.

APr asked about the enforcement of the HGV routing for HGVs to keep to the dedicated routes. GP indicated there would be a Preliminary Construction Traffic Management Plan (CTMP) provided at PEIR which will include limitations and control measures in place for HGV routing. Usually on DCO projects, the measures in the DCO CTMP would be included as a requirement of the DCO. Stakeholders will have an opportunity to comment on these HGV routes as part of the PEIR. Based on feedback, some of the HGV routes may be revised or amended. All of the sensitive highways links are being considered where they align with a proposed access route. Engagement with the local highway authority has been undertaken on the location of the highways links. Highways links assessed in the PEIR chapter will be open to comments as part of S42 consultation.

## 9 **Access Strategy - Staff based and LV (slide 5)**

There are two types of Light Vehicle (LV) trips that require further exploring to make the transport assessment more robust:

Staff based Trips (trips from people living or staying in the local area):

- This traffic is proposed to be distributed onto the local and strategic highways network based on 2011 Census journey to work movement patterns. Each of the three onshore sections of the transport study area will have a slightly different distribution pattern based on the location of that section. Further details will be provided in the Transport PEIR Chapter. These trips will be directly to and from the compound generally outside of peak hours.

LV Compound to Site Trips:

- staff are likely to travel in mini-buses or light vans to the various onshore construction locations. LV trips between compounds and other site accesses will have prescribed routes; and
- these trips are more numerous in number than HGVs to work site locations and follow the same patterns generally as the HGV routes.

## 10 **Baseline data (slide 6)**

Continued...

GP outlined that the scope of the transport assessment for the Proposed Development is considered to be comprehensive. There are currently 35 Highways Links across the transport study area identified for assessment in the PEIR:

- nine highways links are on the SRN however not all of those are in sensitive locations;
- 26 receptors on the Local Highways Network ranging from major A roads down to Wineham Lane (single track road); and
- the scope will provide comprehensive coverage of all key routes that are affected by the access strategy.

GP outlined that the baseline data has been established for all but one location (Ferry Road) without undertaking traffic counts which have been restricted due to COVID-19 pandemic. The data set is a combination of:

- Department for Transport (DfT) Traffic Data;
- West Sussex County Council (WSSC) Traffic Data; and
- Rampion 1 Traffic Data.

Most data are from 2017-2019, however there is a need for some older data to be at some highways links and this has been appropriately growthed using Department for Transport (DfT) traffic statistics.

The traffic dataset is to be supplemented/reviewed post-PEIR once COVID-19 pandemic restrictions are lifted with a new set of survey data in 2021.

RF asked if there was a plan of the 35 highways links. GP confirmed that a highways links plan can be provided outside of the meeting if requested.

**Action: GP to provide a highways links plan to RF.**

**GP**

Comments on the highway links plan would be welcome but are currently fixed for PEIR. There will be an opportunity to update post-PEIR if more coverage is required by Highways England. Highways links identified are comprehensive and near key locations. There is an Air Quality Management Area on the A27 north of Brighton which has been added in for the purposes of the air quality assessment.

APr asked if the prescribed routes have been considered in line with any forward plans from WSSC. One of the routes seems to be using Long Furlong where WSSC were looking at junction improvements. GP confirmed overlap of schemes will be considered. The WSSC Local Plan Freight Strategy has been followed for Long Furlong and the A280. This requires that HGVs avoid Findon and along the A24 into Findon therefore Long Furlong is assigned for HGVs. GP outlined that APr makes a good point about the overlap of schemes and this will be addressed post-PEIR. The PEIR will present a link-based assessment therefore junction impacts are not currently assessed. The A27 Arundel Bypass and other schemes have been identified however and a narrative of the potential impacts and crossover with these schemes are addressed.

11 **Development Traffic Generation (Construction) (slide 7)**

Continued...

Since the last ETG meeting (Q3 2020), traffic generation has been studied in greater detail. The Development Traffic Generation is now complete and indicates the following key information:

- Key traffic generating element of the onshore elements of the Proposed Development is in section 1 of the transport study area which includes landfall, numerous horizontal directional drill (HDD) crossings and the location of the temporary construction compound on Church Road across a 3-year construction phase.
- Peaks for traffic generation for Rampion 2 will occur in 2026 in the southern section and in 2027 in the northern section. The PEIR transport assessment will include two future years of assessment that will be considered. Each of the highway links will be assessed individually for the peak week of the construction programme in which traffic is predicted.

The highest impacts of traffic from the onshore element of the Proposed Development in pure vehicle numbers falls on SRN but impacts are limited by the capacity and high traffic flows on the A27 and A23. Only a few locations on the local highways network experience more than 100 additional vehicles per day but impacts are more significant on some roads where traffic is already low.

On the highest impacts on the SRN, RF questioned if, within the CTMP, there will be a restriction on construction movements within peak hours. GP replied that the PEIR transport chapter will set out the daily traffic impacts with a narrative on the likely travel times of all three vehicles categories. A significant amount of traffic is required in certain locations but most of it will avoid peak hours with early start and finish before/after peak hours. There will be trucks accessing the site during the day and movements between construction compounds and sites. The final CTMP post-PEIR will have specific site restrictions around schools and other sensitive areas. The PEIR Preliminary CTMP will present some detail on peak impacts.

LMF asked about whether air traffic (e.g. helicopters) during operation will be considered. AP replied that the transport assessment relates to onshore traffic and transport. EW added there was no intention to use helicopters for construction. There may be helicopters used for operation and maintenance activities offshore. Helicopters have not been used as part of Rampion 1. **EW will check whether helicopters will be used for offshore elements of the Proposed Development.**

EW

AH asked whether there were plans to include cumulative impacts for the A27 Arundel Bypass (with a 2024-2027 construction period) for example at PEIR stage. GP stated this would be assessed further in the ES once more detailed discussions have been held on the overlap of schemes. At PEIR stage, the focus is on reviewing the impacts of Rampion 2. The temporal traffic growth provided includes local plan growths and considers developments in WSCC over the next few years. With regard to the A27 Arundel Bypass, discussions will and have been held with Highways England. There is ample detail in the chapter on the receptors selected and the potential impacts on the A27 to understand what the temporary impacts of the construction traffic on Rampion 2 would be on the A27 Arundel Bypass.

AH added that with A27 Arundel Bypass being at scoping stage now, this is expected to be included at a later stage. GP confirmed this has been considered and will be developed post-PEIR.

Continued...

APr asked about the location of the local network locations expected to experience over 100 additional vehicle movements per day.

GP indicated that these would be presented in the following slide (slide 8).

## 12 **PEIR Initial Findings (slide 8)**

Assessment based on GEART has indicated 7 highways links where detailed assessment has been required;

- A284 North of Wick;
- A284 Lyminster;
- Crossbush Lane (Crossbush);
- Crossbush Lane (Warningcamp);
- A27 High Salvington;
- A283 East of the A24; and
- A272 West of the A23.

There were no comments on these highways link locations.

Based on the types of roads and the nature of traffic, the detailed assessment currently indicates negligible effects.

## 13 **Onshore impacts of offshore works (slide 9)**

Traffic data on onshore impacts of offshore works is still being developed.

No port has been selected yet (not yet confirmed if it will be a port in West Sussex). This is still under development. Further detail on the worst case in the PEIR chapter will be provided.

Two types of traffic are currently being explored:

- staff required for offshore works (construction and/or operation and maintenance):
  - 340 UK-based residents engaged in offshore installation activity. However, it is not yet clear how this will be undertaken. This will not be assessed at PEIR and may be developed post-PEIR depending on how these operations are envisaged to be undertaken; and
  - 50 people as part of the offshore installation and commissioning per day. This will be assessed at PEIR based on a candidate port.
- material and component deliveries for offshore works, which is looking much less significant than originally anticipated. It is expected that offshore infrastructure will be manufactured in Europe and therefore may not need to be included in the transport assessment. If it is scoped out, further detail will be provided in the PEIR chapter.

## 14 **Public Rights of Way (PRoW) Management Plan (slide 10)**

Continued...

72 PRoW likely to be affected have been identified within the PEIR Assessment Boundary however, not all 72 will have the same type of effect:

- 69 PRoW – temporary effects (PRoW can be re-instated after construction);
- 3 PRoW – permanent effects at onshore substation locations – however only one substation location will be chosen out of the three options presented at PEIR. This will reduce the permanent effects on PRoW; and
- Of the 72 PRoW likely to be affected, 7 PRoW within the current PEIR Assessment Boundary may have no impact due to current HDD proposals.

Types of effects on PRoW – each with specific mitigation strategy;

- PRoW crossed by the onshore temporary cable corridor;
- PRoW that follows construction access tracks (shared Routes);
- PRoW crossing construction access tracks;
- PRoW that routes into the PEIR Assessment Boundary for a short section;
- PRoW with no impacts due to HDD proposals; and
- Permanent PRoW impacts at onshore substation search areas.

There are also two areas of Open Access Land within the PEIR Assessment Boundary which will be fully assessed, both are located on the South Downs.

Apart from the physical impacts on the PRoWs, AT asked what is the scope of the area being looked at in terms of the visual impact of what is happening offshore on uses of PRoW. GP replied this is considered in other chapters. From transport perspective, the focus is on physical impacts. EW added the LVIA and SLVIA assessments include viewpoints from key PRoW agreed with LPAs, WSCC and South Downs National Park Authority (SDNPA).

RF asked whether the SRN will be crossed using HDD. GP confirmed that all major A roads and SRN road will be crossed with HDD and some smaller roads as well for engineering reasons. The crossing schedule will detail the crossings and methods used and these will be presented in the Preliminary CTMP along with which methods will be used.

LB followed up on AT's point about visual impacts from PRoWs and indicated that the visual impacts will be considered from a socio-economics perspective and the impact on the volume and value of the tourism economy will be included in the socio-economics assessment.

## 15 **Construction Traffic Management Plan (slide 11)**

Crossing schedule consideration were presented in slide 11.

There will be mitigation commitments set out in the CTMP. GP outlined that, following a point raised at the last ETG meeting (Q3 2020), condition surveys before, during and after construction works will be carried out on the highway and PRoWs affected by the onshore elements of the Proposed Development. This is now a commitment for the CTMP at PEIR.



Continued...

Other commitments relate to the Access Strategy in terms of avoiding key settlements; following WSCC freight strategy (Findon Village) and from concerns about how visibility standards would be applied to Design Manual for Roads and Bridges (DMRB) based on the speed limit of the road.

#### 16 **Access Design (slide 12)**

The CTMP includes four approaches to access design:

- existing tracks and private farm accesses which have suitable visibility splays. For those, there will be no changes to layout;
- where it is proposed to use an existing field gate accesses or farm tracks where there is no existing visibility splay, a visibility splay will be provided through the medium of coppicing (to below 1m as set out in DMRB). At PEIR stage, these visibility splays have been provided to worst-case DMRB design standards for the speed limit of the road. This provision will be revised with site specific visibility requirements based on speed surveys for the DCO submission;
- where it is proposed to use an existing field gate access or farm tracks where there is no existing visibility splays but where visibility splays are not appropriate (for ecological reasons such as woodlands) then these would be managed through traffic management. There are only a handful of such accesses and these are the only locations where temporary speed limit reductions would be considered; and
- where access is taken from the end of a highway leading directly into a private farm track there would not be a need for a visibility splay.

On existing field gates and maintaining visibility splays in these locations, APr recommended making sure that speed monitoring is undertaken on site as the actual speed and posted speed may differ. There are historic hedgerows in many areas. GP confirmed this would be much more detailed following PEIR and the surveys would be undertaken post-PEIR to allow for more nuanced safety mitigation at each access. A worst-case approach is used for visibility splays in the design and PEIR Assessment Boundary until speed surveys are carried out to provide for worst-case assessment. None of the accesses are directly onto the SRN and all first access the WSCC highways network.

#### 17 **Abnormal Invisible Load Assessment (slide 13)**

Information has been received from the engineering team on requirements and locations.

Further detail can be found on slide 13.

APr asked if transformers would have to be removed as abnormal load during the decommissioning phase as they come in as abnormal load for construction phase and whether a similar assessment would be undertaken for the decommissioning phase. GP confirmed this was correct. Rampion 1 used Shoreham port for abnormal loads which would have an established access route. Similar loads for Rampion 2 would be required therefore no significant mitigation is expected. This is being further considered at the moment.

The main decommissioning activities onshore will relate to the onshore substation. The majority of the other onshore infrastructure is expected to remain in-situ. The PEIR

Continued...

Preliminary CTMP and Preliminary ALL Assessment considers the decommissioning of the substation.

18 **Next steps**

- continue with assessment of onshore impacts of offshore works;
- ongoing swept path analysis (SPA) for Abnormal Loads;
- continued consultation on specific matters to inform PEIR documents (design/assessment);
- finalisation of PEIR Assessment and supporting documents; and
- post-PEIR – Further consultation and discussion on document revisions and site-specific mitigation schemes and strategies.

RF asked if engagement with the A27 Arundel Bypass team is being undertaken. GP confirmed there was a meeting with our design team around how construction of the scheme could allow for the A27 Arundel Bypass scheme to have minimal interruption. AP confirmed the team will link in with [REDACTED] going forward. DW added that conversations have been held and another one will be planned where appropriate.

19 **Noise and vibration**

ME presented the agenda which covered progress since last ETG meeting (Q3 2020), updates on methodologies and next steps.

20 **Progress since last meeting (slide 3)**

Initial traffic data was received and is informing the PEIR noise assessment.

Tranquilly mapping was received from [REDACTED] which has been useful.

ME has also reviewed the SDNPA tranquillity report. Whilst it includes an assessment on how to grade tranquillity, it does not refer to what happens when a development has an impact on tranquillity.

Information has been received on the onshore construction plant to help inform the noise assessment. For the PEIR, the focus will be on construction including: cable trenching, HDD, construction compounds, access and substation.

For the assessment of the operation and maintenance phase at PEIR, the methodology and how the assessment will be undertaken are defined but there is no refined set of data sufficient to undertake the assessment. However, the approach in the PEIR will explain how this will be assessed for the ES.

21 **Methodology update (slide 4)**

If COVID-19 pandemic restrictions ease, the intention is to undertake noise monitoring after lockdown to get representative data in summer 2021. Traffic counts will be recorded where possible during the survey so that expectations related to specific roads can be checked.

Continued...

Existing data around the Rampion 1 substation could be used however the expectation is to use new data from the survey and consider this existing data in the context of how the noise environment may have changed over the last few years.

For the BS4142 assessment, depending on the chosen onshore substation location, existing substation noise will be included in the baseline. However, the existing substation noise will be considered in terms of the context as allowed for in the fine tuning of the assessment result.

The consideration of low frequency in the assessment is a key issue and raised by NB previously. The use of a correction factor as in BS4142 has been explored and having that for the low frequency component of the assessment. ME outlined concerns that:

- it might restrict the development unnecessarily. The correction factor may not be aligned with the effect of low frequency. It might also be overly cautious; or
- it might not cover any of the low frequency effects.

The Association of Noise Consultants (ANC) guidance on BS4142 highlights the use of the Salford University document which covers the procedure for the assessment of low frequency disturbance. There is a potential way to use it to predict any impacts or at least protect the future amenity by taking it into consideration. An indicative model with the onshore substation will be available and within that, indicative optic band levels may also be available. Further consideration can then be undertaken in relation to noise levels being predicted at different optic bands. Using this information, it can be established if there might be an issue with low frequency that, on the basis of the Salford University document, can potentially suggest a former noise limit. This is to ensure the avoidance of any future low frequency issues as raised by NB about the Bolney National Grid substation. The approach to low frequency is work in progress. Once initial modelling is prepared, we can have further discussions on this methodology.

There was no initial feedback from attendees on this methodology.

## 22 **Next steps**

When more technical data on the substation and the windfarm is available, the noise team will undertake operational noise modelling. A noise survey will be carried out and may cover HDD locations, traffic noise and the substation locations.

APr asked whether the noise team was corroborating the noise assessment with locations that would have low vehicle flows. ME confirmed these would be considered for the noise monitoring depending on the refinement of the PEIR Assessment Boundary. As the PEIR Assessment Boundary is work in progress, some areas may be excluded from the surveyed area.

The assessment might benefit from survey work at locations where HDD will be used, for example under an A road where baseline noise levels are high.

AH asked whether the noise outputs from the existing National Grid substation and Rampion 1 substation will be set in the context of the existing baseline rather than cumulative operational impacts. ME confirmed this was the case and added that they would factor in the context of BS4142 assessment.

Continued...

AH asked whether the noise impact work will feed into decision-making for the substation optioneering. ME confirmed that noise is a factor in the optioneering process along with many other factors.

VC indicated that SDNPA would like to discuss tranquillity if there are impacts identified. VC added that tranquillity is not limited to noise but also socio-economics and landscape and SDNPA are happy to have a separate further discussion. ME will discuss tranquillity with the other relevant teams and would welcome a discussion on tranquillity with SDNPA.

JN asked whether any extra survey work will be undertaken for the main construction compound areas where there are likely to be generators. ME indicated this was not being considered at the moment as the initial assessment results have come out as quite low impact so there is no intention to undertake any survey work at these specific locations. JN indicated that this came up as part of Rampion 1 in terms of in-combination effects. The construction compounds near the substation works had a lot of infrastructure in place that required 24hr generators for long periods in places. There were complaints made about this as part of Rampion 1 and therefore this matter should be considered for the Rampion 2 baseline at the main construction compounds. EW agreed. ME indicated that this will be considered and discussed with the rest of the team. AP replied this was useful feedback and will be taken into consideration.

NB summarised that a background noise survey will be undertaken for the onshore substation location. With regard to low frequency noise, no final methodology has been undertaken. The noise team is concerned that BS4142 might not be appropriate and therefore is looking at something more specific using the low frequency guidance from Salford University. ME indicated that the noise team want the assessment to be appropriate to the effect being looked at. The addition of a correction factor to the broadband might not be either sufficient protection or it might be showing more of an impact than there would be. It would be better to look at the detailed lower optic band levels and fine tune the assessment to this issue. In the Salford University guidance, there is a criterion that can be used to fine tune a consideration for our purposes.

NB asked whether this low frequency noise is from transformers and whether that would be 50Hz. ME replied that for some projects 100Hz is used. There will be a peak lower than a 100 Hz to be considered for Rampion 2. In the Salford University document, the criterion tends to be 100Hz and lower protecting people from low frequency.

NB asked whether the final methodology will be shared with relevant LPAs. ME confirmed he will share the methodology with relevant stakeholders prior to PEIR. This will include monitoring locations and methods.

**Action: ME will share the final noise methodology with the ETG once it is finalised.**

**ME**

**Post-meeting comment:** AH and JN highlighted the need to consider, more generally, for worst-case scenario for a construction programme (i.e. to cover off any potential long overrun). For example, potential for dust/scour issues were experienced over a much longer period than originally envisaged during Rampion 1, as some areas of the cable route remained stripped of topsoil for long periods (due to them being required to gain access along the route etc.).

23

### **Socio-economics**

Continued...

LB presented the agenda covering a progress update on consultation, high level summary of baseline data collection since scoping and previous ETG in October 2020, and discussion on any comments received/or raised during meeting on the Method Statement.

## 24 **Consultation**

Several discussions were held regarding:

- Socio-Economics & Tourism with:
  - Visit Brighton, Brighton & Hove City Council, East Sussex County Council (initial), West Sussex County Council (WSCC) (to follow-up again).
- Onshore Recreation with:
  - WSCC, South Downs National Park, South Downs Way, Natural England, Sustrans.
- Inshore/ Offshore Recreation to understand the experience of construction of Rampion 2 and inform the assessment with:
  - BEKS Kitesurfing School, Aspire, Fluid Adventures, Waterfront Sailing Academy, Brighton Diver, Arun Yacht Club.

## 25 **Baseline - Update**

The baseline is informed by:

- A policy review comprising:
  - National - focussing on energy, industrial and planning guidance;
  - Sub-regional/ local – focussing on local economy, and the promotion of economic growth (and specific sectors) using local plans, local industrial strategies; and
  - Sub-regional/ local – outdoor recreation policies at County Council levels and LPA level.
- Data collection:
  - Late-2020/ early-2021
  - COVID-19 pandemic impacts on the economy may not be reflected in the PEIR but the aim is to revisit the baseline for the ES depending on availability of information.
- Walkover survey (Summer 2020) along the onshore route to identify the receptors.

MF indicated that when carrying out the survey, due to the length of the onshore temporary cable corridor, he was not able to look at every right of way, recreational access and resource along the onshore temporary cable corridor. The approach followed ensured that the most significant areas would be focused on. Areas not covered by the survey were analysed using Google Earth and Strava heat maps. MF is confident that all the significant features were covered.

Continued...

26 **Next steps**

- ongoing consultation;
- finalise socio-economics, tourism and recreation baseline analysis. WSCC data was received and further data is to be received which will be included at PEIR if possible and certainly at ES;
- finalise economic impact model and assessment; and
- finalise PEIR assessment.

27 **WSCC comments on method statement (slides 6 to 9)**

A meeting was held on 15 March 2021 between LB, AP, [REDACTED] (Rampion 2 Offshore Project Manager) and [REDACTED] (from WSCC) to discuss the socio-economics method statement. AH mentioned that LB agreed with [REDACTED] to provide some written responses to WSCC's comments especially relating to the breakdown of the economic data and what tiered level is used to present the economic data.

**Action: LB to provide written responses to West Sussex County Council's comments on the socio-economics method statement.**

**LB**

LB confirmed this could be provided. At this stage of the assessment, it is difficult to provide a certain response. The economic impact assessment is based on estimated construction and investment costs which used benchmarks from the Crown Estate. The construction cost was agreed with RWE however, the actual cost may be different. Assumptions have been made about the level of investment that could be captured at Sussex level. Trying to break this down into separate geographies at this stage, would not be particularly helpful. However, once the DCO is submitted, RWE will have to submit a Supply Chain Plan which will provide further information on spending and the impacts at local level.

AH asked whether an updated method statement could be provided. NH replied that the method statement is more likely to be updated through the ES with feedback from Section 42. AH confirmed that WSCC would be happy with the written responses on WSCC comments to provided and an updated method statement at ES stage.

28 **Air quality**

MP indicated that the air quality team had received more road traffic data and plant data which has enabled an interim assessment. The conclusion is that there will be no significant air quality impacts.

29 **Changes to scope (slide 4)**

As mentioned in the transport presentation, the traffic most likely be on the SRN with very little traffic going through the Cowfold and Storrington Air Quality Management Areas (AQMA) during the construction phase. Traffic in these AQMAs is below the criterion recommended by the Institute of Air Quality Management and therefore has been scoped out. In the Worthing AQMA, the threshold is reached and therefore a detailed assessment of this road link has been undertaken for the construction phase.

Emissions from the construction plant generated by the construction works are scoped in as data is available.

Continued...

Dust will also be included in the assessment for the construction phase.

Construction works may go through a historic landfill therefore an odour assessment has been undertaken for this area.

No significant sources are expected during the operation and maintenance phase. Road traffic will generate a handful of movements per day at most for maintenance activities. The operation and maintenance phase is therefore scoped out.

The decommissioning phase is scoped in but will include a qualitative assessment as it is bounded by the construction activity.

30 **AQMAs figure (slide 5)**

MP shared a figure of the PEIR Assessment Boundary with the relevant AQMAs in purple.

31 **Initial PEIR findings (slide 6)**

Currently it is anticipated that there will be 102 HGVs traversing through the Worthing AQMA based on the worst week and assuming this for the full year as a worst-case and conservative estimate.

There are negligible impacts to all receptors except one. There is an Air Quality Diffusion Tube which measures around 60mg/m<sup>3</sup> of NO<sub>2</sub>. With a model adjustment, we identified that by 2024, the concentration will drop to approximately 40mg/m<sup>3</sup> of NO<sub>2</sub> due to reductions in emissions from cars. The effect would be Slight Adverse at this location but is Negligible in all other locations.

Dust will have no significant effects as embedded environmental measures will remove these dust sources.

32 **Initial PEIR findings (slide 7)**

The worst-case for the construction plant is that the plant operates 12 hour per day from 07:00 to 19:00 at 100% load. Construction plant considers landfall works, trenching, HDD sites and the onshore substation. Only one receptor experiences Slight Adverse effects for NO<sub>2</sub> due to HDD works near Crossbush. All other receptors experience negligible effects.

Looking at odour from the historic landfill, there are no residential receptors with 150m of this location. Using a risk-based methodology, the conclusion is that there will not be significant effects at this location.

33 **Next steps**

A conversation was held with Worthing Borough Council earlier on 16 March 2021 which provided useful feedback and will inform the air quality assessment. Further discussions with Worthing Borough Council to be held.

The cumulative effects assessment is to be refined with information from Worthing Borough Council.

The last step will be to finalise the air quality PEIR chapter.

NB queried the receptor measuring measure around 60mg/m<sup>3</sup> of NO<sub>2</sub> which would be reduced to 40mg/m<sup>3</sup> of NO<sub>2</sub> by 2024 as it sounds optimistic. MP replied that the road traffic is very close to the road where cars queue to get onto the Grove Lodge

Continued...

roundabout. The emissions factors for Euro6 cars (introduced in 2016/17) is much lower than older vehicles. By 2024, Euro6 cars will represent approximately half of the fleet. The more conservative tool - CURED - was previously used but it was withdrawn as the latest version of the emissions factors appears to have fixed the problems with earlier versions. The consensus in the community is that these emissions factors are now an accurate reflection of what is happening.

NB asked if the project will be undertaking a damage cost calculation for pollutants. MP will check the guidance on this. NB added it may be that there is no need for this if there are no residential receptors. MP replied that Rampion 2 does not fall within the usual criteria for specifying damage cost calculation for pollutants. Unless there is a request from LPAs, a damage cost calculation for pollutants will not be undertaken.

NB mentioned that he enquired about Electric Vehicles (EV) charging points at the onshore substation during the last ETG meeting. EW confirmed this has been raised but will be a question for contractors.

JN asked about dust impacts with the potential for activities lasting longer than originally anticipated. MP replied that with the suitable levels of mitigation which are standard practice, there should not be any significant dust impacts however JN's point is noted.

**Post-meeting comment:** AH and JN highlighted the need to consider, more generally, for worst case scenario for a construction programme, i.e. to cover off any potential long overrun. For example, potential for dust/scour issues were experienced over a much longer period than originally envisaged during Rampion 1, as some areas of the cable route remained stripped of topsoil for long periods (due to them being required to gain access along the route etc.).

34 **AOB**

There were no further questions.

The minutes will be circulated to attendees for comments. The next ETG meetings following submission of the PEIR will be set up as soon as possible.

EW thanked all attendees for attending and for providing valuable feedback.



<b>Rampion 2 Evidence Plan Process: Physical Processes, Benthic Ecology and Fish Ecology Expert Topic Group Meeting</b>		
<b>Date:</b> 17/09/2020		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (DB)	Environment Agency	Technical Officer Fisheries
██████████ (PS)	Marine Management Organisation (MMO)	Senior Renewables Case Manager
██████████ (LC)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Fish Ecology Specialist
██████████ (RF)	Cefas	Underwater Noise Impact Scientist
██████████ (JE)	Cefas	Benthic Ecology Specialist
██████████ (TD)	The Wildlife Trusts	Senior Marine Planning Officer
██████████ (CP)	The Wildlife Trusts	Marine Planning Officer
██████████ (SW)	Sussex Wildlife Trust	Living Seas Officer
██████████ (EL)	Sussex Inshore Fisheries and Conservation Authority (IFCA)	Conservation and Research Manager
██████████ (NGM)	The Seahorse Trust	Executive Director and Founder
██████████ (DL)	ABPmer	Physical Processes Specialist
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (EW)	RWE	Consents Manager Rampion 2
██████████ (AdB)	GoBe Consultants Ltd	Benthic Ecology Specialist
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	Natural England	Case Officer
██████████	Natural England	Case Manager
██████████	MMO	Case Officer
██████████	MMO	Case Manager
██████████	Environment Agency	Sustainable Places Planning Advisor
██████████	ABPmer	Physical Processes Specialist
██████████	GoBe Consultants Ltd	Fish Ecology Specialist

Agenda Item	Agenda Item
<b>1</b>	Welcome and Introduction to RWE
<b>2</b>	Introduction to the proposed development
<b>3</b>	Activities undertaken to date
<b>4</b>	Overview of the Rampion 2 Evidence Plan
<b>5</b>	Physical Processes discussion <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>• Proposed methodology – Evidence based approach</li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul>

	<p>Water Framework Directive assessment</p> <ul style="list-style-type: none"> <li>• Key principles to be applied and guidance to be followed</li> </ul>
6	<p>Benthic Ecology</p> <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>• Proposed methodology</li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul> <p>Marine Conservation Zone (MCZ) assessment</p> <ul style="list-style-type: none"> <li>• Key principles to be applied and guidance to be followed</li> </ul>
7	<p>Fish Ecology</p> <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>• Proposed methodology including underwater noise modelling</li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul>
8	AOB

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<p>NH welcomed all participants to the meeting, undertook attendee check and outlined the agenda. NH informed participants that specialist from Natural England were not available for the ETG meeting, however a <b>follow up meeting will be planned shortly</b>.</p> <p>EW presented the agenda and introduced RWE, their background, including recent merge with innogy.</p>	NH, 21/10/20
2	<p>EW presented the background to the Rampion 2 project, including history of site and location of Rampion 2 in relation to the operational Rampion 1 project. Clarification that the south-eastern zone of the project scoping boundary is the remaining area from the original Rampion zone (Zone 6). Rampion 2 will not exceed the original consented 116 turbines of Rampion 1, however due to new technology and increased height of turbines the capacity will be around 1200 MW. Noted that turbine location with the project boundary is unknown at this time.</p> <p>Landfall for Rampion 2 is at Climping and connection onshore is at Bolney (via a new substation to be located in the vicinity of Bolney).</p> <p>Information on the Development Consent Order (DCO) timeline was presented, with a focus on ongoing consultation and engagement, so by the publication of the Preliminary Environmental Information Report (PEIR) there is a clear view of any issues or concerns.</p> <p>Noted that there are a number of extension projects as well as the up and coming The Crown Estate Round 4 projects and the aim for Rampion 2 is to be in the next Contracts for Difference (CfD) round, which RWE anticipate will be in 2023.</p>	None noted

Agenda Item	Notes	Actions
	<p><u>Comments/questions:</u> <b>None raised.</b></p>	
3	<p>EW presented the activities undertaken to date. This included the onshore site selection, which comprised of a detailed constraints mapping of the Scoping boundary and to define and locate a suitable landfall location.</p> <p>The Scoping Report was sent to the Planning Inspectorate (PINS) in July 2020 and the Scoping Opinion was received in August 2020.</p> <p>Survey work has been undertaken for marine mammals and ornithology since 2019, continuing despite the Covid-19 situation through to March 2021. The early commencement of these surveys was undertaken to ensure 2-years of data capture was achieved to inform the Environmental Impact Assessment (EIA). In addition, through the summer of 2020, intertidal benthic ecology surveys and offshore geophysical surveys within the site boundary were also completed, along with onshore terrestrial ecology ground truthing. Other surveys conducted to date include socio-economic surveys, SLVIA (Seascape, Landscape Visual Impact Assessment) viewpoint photography surveys, terrestrial ornithology and vessel traffic surveys. Early useful stakeholder engagement has continued throughout.</p> <p>EW noted that although several other potential substations were considered, National Grid confirmed through the CION process, that the substation at Bolney was the only suitable grid connection option.</p> <p><u>Comments/questions:</u></p> <p>NGM – Has there been fish species inshore and offshore surveys conducted yet?</p> <p>TG – We will discuss the fish and shellfish ecology in detail later in the meeting under the fish and shellfish ecology agenda item, but there is a wide range of existing data to draw upon for the area, which we propose to use, subject to discussion with representatives in this group, for characterisation rather than undertaking additional surveys for the EIA.</p> <p>END</p>	None noted
4	<p>NH informed attendees that the ETG's kicked off their first round of meetings this week, with this being the first ETG meeting for this topic. NH ran through the aims of today's meeting, which included discussions in principle on methods and approach for each topic. The ETGs will be led by the Steering Group and there will be a further three meetings with the next proposed to be scheduled in the New Year (approximately January/February 2021).</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	None noted
5	<p>DL presented the background of physical processes, the understanding of the area and the Scoping Opinion responses. He noted the issues that we plan to consider along with methodology we proposed to take. We are currently considering a number of different approaches which can be evolved with evidence and project design evolution.</p>	None noted

Agenda Item	Notes	Actions
	<p>ABPmer are familiar with the area as they undertook the EIA and numerical modelling work for Rampion 1. Therefore, they have background data resource of the area to input into the baseline environment.</p> <p>DL presented a summary of the area, which included the tidal regime; the wave regime, in which the swell from the Atlantic and eastern approaches and the medium-low wave height; the seabed sediment and morphology, noting sand waves are present; and coastal characteristics and the heavily manged shoreline, coastal defences and management (which will continue into the future). The image provided in the slide shows the extent of the study area (shown with purple line) and spring tidal excursion buffer (shown with orange line), which is the distance over which water maybe displaced by mean spring tides, effects included sediment dispersal and settlement.</p> <p>DL asked for feedback from all participants in the meeting on the proposed study area. <b>No objections were raised.</b></p> <p>The geophysical data is important for the site-specific survey and is currently being processed. All data for Rampion 1 utilised where appropriate, including technical reports and modelling (e.g. metocean and geophysical works) to provide good continuous area of data coverage. Metocean data covers a large area from the original Rampion 1 study area, therefore sufficient data is available to inform Rampion 2. However, we will look at other post construction data available from Rampion 1, in conjunction with publicly available data.</p> <p>DL discussed the summary of key Scoping responses. Physical processes were provided with a small number of items to consider, most received from Natural England. A full list of designated sites within study area will all be assessed appropriately. The erosion and instability noted for Climping coastline was an observation rather than a request and that this would be looked at as a flood risk contribution rather than the design of sea defences. DL also covered the consideration of the operational Rampion 1 wind farm in Rampion 2 assessment response. DL noted that the normal approach to assessment of impacts on waves and hydrodynamics is to find the difference between comparative ‘with scheme’ (i.e. baseline plus Rampion 2) and ‘baseline’ scenarios. As such, if Rampion 1 is excluded or included in the baseline scenario, the effect of Rampion 1 will be either absent or present in both scenarios prior to differencing and so is not explicitly visible. The in-combination potential effect and impact of Rampion 1 (as built) and Rampion 2 will be assessed as part of the in-combination and cumulative assessments.</p> <p>Most common comment relates to evidence-based approach. This will be applicable to previous developed models. We will undertake quantitative and objective assessments of most appropriate methodology to take. Essential decision will be on the total amount and distribution of blockage presented by Rampion 2 (EIA realistic worst case, up to 116 monopile or jacket foundations) and Rampion 1 as built, 116 monopile foundations), in comparison to that considered in the earlier modelling for Rampion 1 (EIA realistic worst case design, 95 monopile and 80 GBS foundations).</p>	

Agenda Item	Notes	Actions
	<p>DL covered the overview of the assessment approach which noted the assessment would be divided into pathway and receptor based effects. Also noted there are not many Physical Processes receptors. Also noted the requirement to undertake assessment of change e.g. sediment plumes and sediment transport pathway changes.</p> <p>DL discussed the issues to consider in the assessment approach for construction, operation, decommissioning and cumulative effects. This included sediment plumes and the settlement of sediment on seabed. Potential changes during operation should also be considered including the maximum potential change to tidal and wave regime; sediment transport and morphology, and whether similar or lesser impacts arise from the Rampion 2 infrastructure. Operational effects of infrastructure around seabed i.e. scour could change the local profile of the seabed. The dimensions would be given to determine total area of scour.</p> <p>DL presented the evidence base approach, which is tailored to the site/project. We will consider separate methods of assessment used for wave, hydrodynamics and sediment plume effect, not an all or nothing consideration, also considering the robust information from literature review and surveys including previous assessments from Rampion 1, including numerical modelling. Spreadsheet modelling includes the transfer of a volume of sediment into a known volume of water to determine how it is displaced. This includes the effect, timescale and settlement rates. The rate if it resettles, includes the change in thickness, the volume of sediment known and captures, to be able to realistically say what the known concentration will be. Desk-based assessment of scour and potential effects of cable protection and also landfall will be carried out. Both Vanguard and Hornsea Project Three have annex to the HRA, examining effects from cables.</p> <p>DL finish presenting by covering the next steps which included a review of the project design information, the assessment methods and data sources, before proceeding with Preliminary Environmental Information Report (PEIR) assessment.</p> <p><u>Comments/questions:</u></p> <p>DL – Asked if there were any other key data sets not already reviewed in either the slides shown or in the Scoping Report?</p> <p>NGM – Mentioned the British Seahorse data base, which is to be an online data source to be made available within a few weeks. This can provide seahorse data within Rampion 2. NGM noted there are potentially 2,000 seahorse records within the broader area of the Rampion 2 study area, this area is particularly busy.</p> <p>DL – We are working closely with benthic and fish ecology to provide information to other aspects which coherently overlap.</p> <p>END</p> <p>TD – Asked a question on sedimentary seabed. Understands there are rock features within the area, will the geophysical survey pick this up?</p>	

Agenda Item	Notes	Actions
	<p>DL – It will be captured and described via the geophysical survey i.e. hard rock geology on seabed. What is your concern?</p> <p>TD – Concerned with value of rocky habitat in terms of ecology. Understanding of where there are rocky outcrops and underlying bedrock for cable burial issues. Will this be in the baseline data?</p> <p>TG – Geophysical survey undertaken will be used to inform an assessment of risk for cable burial. The surveys undertaken on the summer 2020 campaign have included both surface and shallow sub-surface to provide data on burial potential etc. Where relevant, such data will be used to feed in and support the EIA for other relevant topics.</p> <p>TD – Will baseline data be covered in the benthic section of this workshop?</p> <p>TG – AdB will cover in the benthic section. Physical processes characterisation and assessment outputs will inform other aspects. We understand that rocky outcrops maybe a conservation interest and will be considered appropriately within the EIA.</p> <p>DL – Any such features will be captured and known from the geophysical survey. Physical processes will cover the smothering of features and their recoverability, should there be a potential impact.</p> <p>END</p> <p>NGM – In relation to Rampion 1 how much environmental monitoring surveys have been going on? Are they available to read?</p> <p>EW – We have undertaken post construction benthic and fish ecology surveys and geophysical survey in the area. The reports have been submitted to the MMO, however are currently not in the public domain to read. The most recent geophysical data is being processed.</p> <p>END</p> <p>TD – Asked a question about model approach. Is there sufficient information to understand cable installation i.e. sediment plumes and dispersal on best approach?</p> <p>DL – Previously numerical model and evidence based (spreadsheet) model will be used. Spreadsheet model is considered realistic modelling for cable burial. Based on information including; trenching methods, seabed sediment type and thickness. Is considered a straightforward assessment. Sediment dispersal will be over relatively small area before settling to seabed, noted this will be a site-specific assessment.</p> <p>TD – Asked a question about the influence of the MCZ assessment?</p> <p>DL – The Nature Conservation aspect of assessment will look at potential suspended sediment concentration impact, on any designated sites. Methods we used are robust for that and conservative and are considered a range for real possibilities both in an ecological context and the local concentration in a limited area.</p> <p>END</p>	

Agenda Item	Notes	Actions
	<p>JE – Clarified that Cefas coastal processes team, not on the call, but may have comments on the MCZ assessment approach.</p> <p>DL – Will hear in due course if they have any comments.</p> <p>END</p> <hr/> <p><b>Water Framework Directive Assessment</b></p> <p>AdB presented the Water Framework Directive (WFD) assessment for the project and outlined the general approach to the assessment, which included the guidance documents by the Environment Agency (EA), 2017, and the three-stage process of assessment.</p> <p>Stage 1- WFD Screening which will consider onshore and offshore assessment including any WFD waterbody with 2 km of the Order Limits, surface water bodies (river and transitional) and ground water, along with any UK Biodiversity Action Plan (BAP) Priority Habitat within 500 m of the Order Limits.</p> <p>Stage 2 – WFD Scoping which will identify the key receptors that are at risk from the proposed activity and will therefore require Impact Assessment.</p> <p>Stage 3 WFD Impact Assessment, which will consider pressures of the activity on the marine environment and key receptors. The main aim is to determine whether there is potential for deterioration in the status of the waterbody receptor. Alternatives will be considered to minimise impact, if any arises. The impact assessment will also consider the risk of jeopardising ‘Good status’ of the waterbody.</p> <p><u>Comments/questions:</u></p> <p>NGM – Queried the 500 m assessment area around the UK BAPs?</p> <p>TG – Clarified that this section is specific to the WFD, with the 500m assessment buffer identified for the specific purposes of the WFD assessment (rather than what will be used for the wider EIA work). It is important to note assessments of habitats and species (including BAP) will be covered in the wider nature conservation assessment, as well as individual aspect chapters where appropriate in order to ensure all potential impact pathways can be captured and potential risk of effect assessed appropriately.</p> <p>NGM – 500 m is not very large?</p> <p>TG – This is 500 m for WFD assessment only, for the other chapters the assessment area includes a buffer for, for example, the sediment transport regime and tidal excursions therefore capturing the Zone of Influence (ZOI) for receptors. This ‘buffer’ area is therefore wider for receptors covered by other topics.</p> <p>END</p> <p>TG – Would like to agree an approach for the WFD with the EA, including their view and response to this approach.</p>	

Agenda Item	Notes	Actions
	<p>DB – Notes that the WFD is a grey area in terms of assessment. DB will feed everything to the relevant EA team and then provide a combined response back to the Project team.</p> <p>END</p> <p>DB – Will Bathing Waters be looked into at some other stage? It was the case for Rampion 1. Consider Littlehampton, Elmer and around the coast.</p> <p>AdB – Yes, an assessment of impact risk for bathing waters will be undertaken.</p> <p>END</p>	
6	<p>AdB presented the agenda for the topic benthic subtidal and intertidal ecology and noted familiarity with the area from previous work on Rampion 1.</p> <p>A figure presented on the slide shows the benthic ecology study area, which was informed by the tidal excursion (shown as a purple line). This figure was also present in the Scoping Report.</p> <p>AdB ran through the existing data sources and noted there was an extensive range of data available for the area of interest, which was presented in the Scoping Report, notably including post-construction data from Rampion 1. In addition, AdB has been in contact with Keith Cooper during presentation of the Scoping Report, in relation to the 'One Benthic' tool to access all data across the region, including both biological and sedimentary data.</p> <p>AdB presented the site-specific surveys, which included the collection of geophysical data to inform subtidal sample collection, which is being processed at present. Geophysical data will indicate the presence of sedimentary forms and will be analysed for any potential conservation features, which will in-turn inform the location of subtidal sampling. We will also take into consideration previous datasets, including Rampion 1 surveys. The survey will include the collection of subtidal grab samples for fauna and particle size distribution (PSD) analysis, as well as conducting drop down video. The intertidal survey was completed in July 2020, covering the cable corridor area at Climping Beach. This survey included a Phase I walkover survey, UVA mapping (by drone), Phase II sampling and Quadrat sampling.</p> <p>AdB covered the three key Scoping discussion points. The first point noted pollution incidents, which will be covered in a Project Environmental Monitoring Plan (PEMP) and Marine Pollution Contingency Plan (MPCP). It will be presented at PEIR at a high level. TG contributed that the Scoping Opinion included requirement for more information on the implementation of measures to limit any potential pollution incidents, so that this impact can be scoped out. To this end, more information on the content and form of the PEMP and MPCP will be set out for consultation, as well as information as to how these plans will be secured under the DCO as this will ensure that the provisions and controls within the plans can be relied upon for the EIA and DCO Application.</p> <p>The second point raised during Scoping was on electromagnetic fields (EMF) and the potential for impacts to arise on benthic receptors, with PINS suggesting that this should be included within the Environmental Statement</p>	



Agenda Item	Notes	Actions
	<p>(ES). However, we wanted to clarify with attendees at this meeting that this comment likely relates to fish and shellfish rather than benthic ecology.</p> <p>AdB finished presenting by discussing the assessment approach.</p> <p><u>Comments/questions:</u></p> <p>NGM – (in relation to figure on 2<sup>nd</sup> slide) Wished to clarify the headland on the western side of the Study Area, checking that that was Selsey Bill – the point being raised as from data the Seahorse Trust hold, there are seahorses recorded there?</p> <p>AdB – Confirmed that this was Selsey, and further that as part of the EIA (and therefore potential effects on seahorse), secondary sedimentary deposition and suspended sediment concentration plume extents will be considered to inform any assessment of effects at distance from the project.</p> <p>END</p> <p>JE – The data from Cooper will be the same information in the aggregate data too – this was clarified to ensure this was clear to avoid any risk of doubling up on reporting/assessment.</p> <p>AdB – Confirmed it covers slightly different data but will ensure we do not double up representing the data.</p> <p>END</p> <p>TD – Will a map of where the sample sites are be provided?</p> <p><b>AdB – Following a review of the geophysical survey the sampling strategy will be shown on a figure for consultees to provide feedback on.</b></p> <p>END</p> <p>NGM – Query on the third point of the Key Scoping discussion points. Seahorses are sensitive to noise pollution as are cetaceans and shark species, so that needs to be included. Also depends on time of year as seahorse overwinter grounds are further offshore.</p> <p>TG – The underwater noise modelling will feed into the benthic ecology assessment where appropriate – indeed, understanding the extent and level of noise emission from pilling forms an important aspect of the assessment for sensitive species including fish, marine mammals and human users. In terms of this topic ‘Benthic’ we had suggested to scope this out for crustaceans, molluscs and annelids on the basis of current data and understanding. I think Cefas may have raised concerns for this topic?</p> <p>NGM – May be issue in shallower waters, seahorse found in 1m below mean low water (MLW). Appreciate this will come up later on in this meeting.</p> <p>TG – Just to clarify in response, seahorses will be considered under fish and shellfish where noise propagation has been included.</p> <p>END</p> <p>JE – Noted the EMF query and noted she would clarify this information to see what was said in the scoping response.</p>	<p>AdB, 11/09/20</p>

Agenda Item	Notes	Actions
	<p>LC - Did raise this as advice in Scoping response. Particularly, American studies on benthic species in relation to EMF.</p> <p>AdB – Cables will be buried where able and if not, cable protection will be used, effectively limiting the potential for EMF effects to arise - magnitude and extent would be very localised.</p> <p>JE – We are happy for operational EMF (in relation to benthic invertebrates), noise and accidental pollution event effects on benthic ecology to be scoped out.</p> <p>AdB – Any other comments? Also, just to note on noise aspects that particle motion most relevant to benthic species</p> <p>END</p> <p><b>Nature Conservation</b></p> <p>AdB presented on the topic nature conservation aspects of the EIA including the MCZ assessment. AdB summarised the scoping responses and noted there was not enough clarification to scope in or out the Marine Local Wildlife Sites at this stage, with a need to map sites specifically in GIS. However, noted we are having an issue locating the data. For designated sites a technical note maybe useful as to why some have been considered in the study area and why others can be scoped out. A full review of nature conservation sites has been undertaken within the study area.</p> <p>AdB covered the assessment approach and noted that there is a need to be careful not to be to repetitious in presenting data across chapters. All designated sites that could be impacted by Rampion 2 will be identified. The assessment will include SACs, Special Protection Areas (SPAs), Sites of Specific Scientific Interest (SSSIs), Ramsar, MCZs, Local Nature Reserves (LNR) and LWS.</p> <p>AdB finished the presentation by discussing the MCZ assessment approach, including guidance documents to be used and MCZs to be screened in.</p> <p><u>Comments/questions:</u></p> <p>SW – Is this the <b>marine local wildlife sites? We may have a GIS layer on our system</b> (it was clarified that these were previously called ‘Marine Sites of Nature Conservation Interest’ (MSNCIs)).</p> <p>EL – <b>We have the local wildlife sites data if required.</b></p> <p>AdB – Would be greatly appreciated if this could be sent across by whoever can access the data.</p> <p>END</p> <p>NGM – Asks if MCZ at Studland Bay is included as there are different levels of protection sites? East to West drift could mean recruitment area inside this MCZ to the wider area. You should consider MCZs outside of your study area for this reason.</p> <p>AdB – Noted. We will take into consideration secondary impacts on MCZs where there is potential for an effect to occur.</p>	<p>EL, Date N/A</p>

Agenda Item	Notes	Actions
	<p>TD – Sounds like a good MCZ approach. However, not a huge amount of guidance. Conservation objectives of sites should be included in the level of assessment in more detail in the EIA in parallel with HRA?</p> <p>AdB – Where published for the sites in question, the relevant Conservation Objectives will be taken into account within the assessments</p> <p>END</p>	
7	<p>TG presented the agenda for fish and shellfish ecology and noted that the general set up and study area were similar to benthic ecology, including a precautionary 15 km buffer around the array, and a distance of 10 km buffer surrounding the offshore cable corridor as derived from tidal excursion/ sediment transport data, much of which was based on the Rampion 1 physical processes modelling and assessment conducted by ABPmer. The study area therefore provides for both direct and secondary (indirect) effects and allows for the setting of appropriate boundaries for the assessment chapter. The figure shown in the slide is adapted from the Scoping Report and shows a large area that will be covered in detail. This noise propagation extent is unlikely to exceed this study area for fish and shellfish, however the potential impact risk area from the noise modelling will effectively define the area for assessment of underwater noise impacts.</p> <p>The datasets presented in the Scoping Report for baseline characterisation were detailed in tables within the slides. These will be updated if more datasets become available. TG ran through the datasets, detailing what was provided by each of the main data sources, including spatial coverage (local, regional, wider); temporal extent (snapshot, multi-year etc); species-and species groups; activity specifics; and across relevant impact types (noise, EMF etc). In summary it was highlighted that the principal datasets are wide ranging in coverage for species, spatially and temporally. These are recognised and reliable sources and have been subject to due diligence. TG asked if there were any additional sources of data? <b>NGM – to send over seahorse data.</b></p> <p>TG discussed the site-specific surveys and the view that no further fish sampling proposed for the EIA, due to the sufficient fish and shellfish datasets as described. This is in addition to the Rampion 2 geophysical surveys that have been undertaken across the entire scoping boundary area, which will allow more detailed assessment for in particular Black Bream nesting outside the MCZ, from the seabed surface features identified from sides scan sonar and multi-beam surveys. This importantly addresses an issue raised at Scoping in relation to capturing black bream nesting outside the MCZ within areas potentially affected by the proposed development.</p> <p>TG presented the key discussion points from the Scoping Opinion, including the scoping in of EMF; direct disturbance from maintenance activities (operation); providing clarity on conservation status of [relevant] fish and shellfish species and site-specific survey requirement to be considered. TG reiterated that, as directed by PINS in its Scoping Opinion, we as an Evidence Plan Technical Panel Group need to ensure we reach an agreement that no additional fish surveys are required to inform the baseline characterisation. The requirement here is to establish a characterisation of the receiving environment that is sufficient for the purposes of EIA. Undertaking a fish</p>	<p><b>NGM, Date</b> <b>N/A</b></p>

Agenda Item	Notes	Actions
	<p>survey as part of the baseline will provide a snapshot of fish recorded during the survey, however such data are used primarily to show that the trawl / trawls is broadly in line with the more comprehensive and wider data available on the area from the literature; it is the wider, more comprehensive literature-based characterisation that is then used for the purposes of assessment. The snapshot survey does not generally add to the understanding of the area.</p> <p>TG presented the Assessment approach for fish and shellfish, including characterisation of baseline, development (and use) of worst-case scenarios and the impacts identified by the Scoping Opinion. Underwater noise assessment will be based on noise propagation modelling for worst case scenario locations (including aspects such as depths, bathymetry, maximum size of hammers, pile diameters etc.) and assess effect significance using species sensitivity data and the standard (unweighted) metrics for assessing injury/behavioural level effects. EL notes Sussex IFCA consider the assessment of noise impacts on fish species, including herring and sandeel spawning grounds and nesting Black bream important.</p> <p>Species sensitivity, recoverability etc. impacts arising from the proposed development will be drawn from the literature, making use of sources such as Marlin Marine Evidence based Sensitivity Assessment (MarESA) data, where available.</p> <p><u>Comments/questions:</u></p> <p>EL – Considers site specific fish and shellfish surveys to be more appropriate than solely relying on a desk-based studies. Sussex IFCA also recommend coordinating further black bream nest surveys with the aggregate's consortium.</p> <p>NGM – Have there been subsequent studies on Rampion 1 of EMF effects? Were The Shark Trust not consulted for Rampion 1?</p> <p>EW – No specific studies on EMF were required for Rampion 1.</p> <p>TG – In terms of stakeholder engagement we will consult widely of course under the DCO process, however not all groups and individuals are parties to the Evidence Plan Process (EPP) groups, as this is designed to focus on specific Regulators, statutory bodies and groups.</p> <p>END</p> <p>LC – Recent studies on EMF, Hutchison <i>et al.</i> 2020, ('Anthropogenic electromagnetic fields (EMF) influence the behaviour of bottom-dwelling marine species') show little skate may be effected by cables buried at a depth of 1.2-1.8 m. Although not conclusive, we are concerned for undulate ray and other important commercial species.</p> <p>TG – It is fine to include EMF assessment in principle of course, but we would usually look to scope this out on the basis of the direction given in the National Policy Statement, existing data and information on EMF effects on electro-sensitive species and information about the project design. We acknowledge that sensitive species are present in coastal areas and can undertake assessment within the ES, however this will inevitably be based on existing literature, which demonstrate the highly localised range of effect and, from</p>	

Agenda Item	Notes	Actions
	<p>experience on other projects, are unlikely to result in any material level of effect.</p> <p>LC – We are looking for assessments to recognise why this can be scoped out.</p> <p>EL – Concur with LC on the need to include a further assessment on EMF impacts.</p> <p>TG – We would be happy to discuss further; perhaps it would be a good idea to agree on the basis for such an assessment in the meantime, i.e. agreeing the worst-case scenarios i.e. minimal cable burial and protection etc.</p> <p>END</p> <p>NGM – From Rampion 1 was the EMF assessed for migratory species in some form?</p> <p>TG – EMF would be considered for electrosensitive species; migratory fish are also considered, often in relation to noise propagation or other disturbance but if relevant then EMF could be a component in such an assessment.</p> <p>END</p> <p>TD – In relation to cables the loss of habitat for fish and shellfish and benthic species from cable protection over the lifetime of the project should be considered. Are cable works, maintenance and additional protection taken into account?</p> <p>TG – The assessment of construction phase effects will be informed by consideration of cable burial and/or use of cable protection where burial is not possible. Once cables are in, we would likely anticipate no requirement for additional secondary protection, but all relevant activities will be included in the EIA. The general likelihood of disturbance from maintenance works and failure of cables were concluded to be at a very low level and these aspects were scoped out by PINS for the export cables.</p> <p>TD – We are seeing an increase in maintenance activities for cables over the lifetime of projects and have had applications which will impact designated sites. Will lifetime impacts be covered in this chapter and the benthic chapter?</p> <p>TG – We will clarify in fish and shellfish ecology chapter.</p> <p>CP – Life impacts need to be covered in the benthic ecology chapter as well as in the fish and shellfish ecology chapter.</p> <p>END</p> <p>NGM – Trawl surveys are just a snapshot, but they are useful. In winter seahorses are in deeper water and a previous narrow trawl undertaken for the Navitus Bay Offshore Wind Farm project picked up three seahorses.</p> <p>TG – We understand seahorses migrate to deeper water and given there are inshore locations in the general vicinity where seahorse are recorded, there is obvious potential for them to be present in the offshore parts of the Rampion 2 study area. On this basis seahorse would be included in the Rampion 2 ES. However, the point on the survey is that if we were to undertake trawl surveys and did not record seahorse, an assessment of seahorse potentially overwintering in the area would still be undertaken, because the literature</p>	

Agenda Item	Notes	Actions
	<p>shows us that they have the potential to be present. The value of undertaking such a survey, then, is not clear in terms of undertaking an EIA in an area for which there is a great deal of data available to inform the baseline characterisation.</p> <p>NGM – Appreciate that, but additional information can be useful. Fishermen off of Hastings found winter presence of seahorses due to change in fishing tackle to lemon sole. Additional information can be useful along with existing data.</p> <p>TG – Noted but we feel this is an area of much study, and there are widely available datasets we can draw on without additional survey requirements.</p> <p>DB – Further trawls may inform fish population, if new species turn up. This can lead to new updated data. <b>SAMARCH, sea trout data in channel, which may be useful from fishermen in South coast- can provide when available.</b> Also, with Rampion 1 are there any post construction studies on migratory species from effects on cables and array?</p> <p>TG – Do not think there are any data showing impact, but monitoring surveys were undertaken. Again, on the site-specific surveys for fish; we are dealing with mobile species that may or may not be sampled during a survey. Basing the characterisation of the receiving environment, including the specific species considered to be present, from the literature is a more robust way of defining the baseline as, in the case here at Rampion 2, the available data allow for consideration of presence and trends over appropriate spatial scales and importantly across years.</p> <p>EL – Sussex IFCA suggest the potential use of acoustic arrays to assess fish migrations.</p> <p>END</p> <p>TM – What is considered deep water for a seahorse?</p> <p>NGM – 30 m upwards normally, but deepest depth recorded is around 90 m. However, if they do not have to move from the shallow area they will not, typically 20 m or so.</p> <p>END</p> <p>NGM – Difficult to assess overall sensitivity of seahorses, we know they are impacted by noise, and suggested that stress releases disease in the seahorse, which is then only evident weeks later. Seahorses have been recorded washed up dead when drilling process had been started for an oil and gas project nearby, may not have been related but could be?</p> <p>TG – Are you aware of any papers we can look at?</p> <p>NGM – All studies are in captivity, little work done on it to date, needs further exploring</p> <p>TM – I think I’m aware of the paper referred to. Research is in tanks rather than in the wild. Can make note of these papers in the report.</p> <p>END</p>	<p>DB, research ongoing.</p>

Agenda Item	Notes	Actions
	<p>TM – Had a few notes to cover on unexploded ordnance (UXO) and noise reduction technology. We will cover the impact of UXO, and we will look at the worst-case scenario for noise impacts and mitigation required by identifying what the impacts are and potential significance. Mitigation could include bubble curtains, with modelling of such being based on a source level reduction of circa 10dB.</p> <p>RF – Will double check but believes it is 10-15dB, which sounds reasonable.</p> <p>TM – Yes, the 10-15dB range shows that 10dB is conservative.</p> <p>END</p> <p>TD – What data is used to define UXO clearance activities?</p> <p>EW – We have evidence from Rampion 1 which we can take into consideration. Further work will be required, but baseline knowledge will be derived from Rampion 1.</p> <p>END</p>	
8	<p>NH confirmed that issue of particular method statements/ technical reports will be issued for feedback. Also flagged that the draft <b>terms of reference (ToR) document comments are due by the 18<sup>th</sup> September.</b></p> <p>Both NH and EW thanked all meeting participants for their time and participation.</p> <p>MEETING ENDS</p>	All, 18/09/20

These meeting minutes should be read in conjunction with the Evidence Plan consultation log for this Expert Topic Group. The consultation log has been updated to represent any key areas of agreement (or disagreement), in line with the aims of this Evidence Plan, which arose during this meeting.

<b>Rampion 2 Evidence Plan Process: Offshore Ornithology, Marine Mammals and HRA Expert Topic Group Meeting</b>		
<b>Date:</b> 18/09/2020		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist
██████████ (DH)	Sussex Ornithological Society	County Recorder
██████████ (CP)	The Wildlife Trusts	Marine Planning Officer
██████████ (BM)	Adur and Worthing District Council	Head of Environmental Services
██████████ (TK)	APEM Ltd	Ornithology Specialist
██████████ (SS)	APEM Ltd	Ornithology Specialist
██████████ (RS)	SMRU Consulting	Marine Mammal Specialist
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (EW)	RWE	Consents Manager Rampion 2
██████████ (AD)	RWE	Environmental Advisor – Rampion 2
██████████ (AK)	Wood Plc	HRA Specialist (onshore)
██████████ (LG)	GoBe Consultants Ltd	HRA Specialist (offshore)
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	Natural England	Case Officer
██████████	Natural England	Case Manager
██████████	MMO	Case Manager
██████████	Sussex Wildlife Trust	Conservation Officer
██████████	The Wildlife Trusts	Senior Marine Planning Officer
██████████	RSBP	Senior Conservation Officer

Agenda Item	Agenda Item
<b>1</b>	Welcome and Introduction to RWE
<b>2</b>	Introduction to the proposed development
<b>3</b>	Activities undertaken to date
<b>4</b>	Overview of the Rampion 2 Evidence Plan
<b>5</b>	Offshore Ornithology <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>• Proposed methodology <ul style="list-style-type: none"> <li>○ Rampion 1 – baseline data and displacement</li> <li>○ Models</li> <li>○ Displacement and barrier effect</li> <li>○ Collision Risk Modelling (CRM) (including migratory CRM)</li> <li>○ Population Viability Analysis (PVA)</li> </ul> </li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul>



6	<p>Marine Mammals</p> <ul style="list-style-type: none"> <li>• Scope of the assessment – discussion relating to the Scoping Opinion</li> <li>• Proposed methodology <ul style="list-style-type: none"> <li>○ Noise metrics</li> </ul> </li> <li>• Discussion of key datasets for the assessment</li> <li>• Any methodological or data concerns</li> </ul>
7	<p>Offshore Habitats Regulations Assessment (HRA)</p> <ul style="list-style-type: none"> <li>• Discussion of key datasets for the assessment</li> <li>• Approach to screening</li> <li>• Findings of the screening</li> </ul>
8	AOB

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<p>NH welcomed all participants to the meeting, undertook attendee check and outlined the agenda. NH informed participants that the RSPB and specialist from Natural England and the Environment Agency were not available for the ETG meeting, however a <b>follow up meeting will be planned shortly.</b></p> <p>EW introduced RWE, their background, including recent merge with innogy.</p>	NH, 13/10/20
2	<p>EW presented the background to the Rampion 2 project, including history of site and location of Rampion 2 in relation to the operational Rampion 1 project. The south-eastern zone of the project is remaining area not utilised from the original Rampion 1 consented zone (Zone 6). Rampion 2 will not exceed the original consented 116 turbines of Rampion 1, however due to new technology and increased height of turbines the capacity will be around 1200 MW. Noted that turbine location within the project boundary is unknown at this time.</p> <p>Landfall for Rampion 2 is at Climping and connection onshore is at Bolney (via a new substation to be located in the vicinity of Bolney).</p> <p>Information on the Development Consent Order (DCO) timeline was summarised – currently we have ongoing consultation and engagement, so by the publication of the Preliminary Environmental Information Report (PEIR) there is a clear view of any issues or concerns.</p> <p>Noted that there are a number of extension projects and the up and coming The Crown Estate Round 4 projects and the aim for Rampion 2 is to be in the Contracts for Difference (CfD) round, which RWE anticipate will be in 2023.</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	None noted
3	<p>EW went on to discuss the activities undertaken to date. The first activity was onshore site selection, including a detailed constraints mapping of the Scoping boundary and to define and locate a suitable landfall location.</p>	None noted

Agenda Item	Notes	Actions
	<p>The Scoping Report was sent to the Planning Inspectorate (PINS) in July 2020 and the Scoping Opinion was received in August 2020.</p> <p>Survey work has been undertaken for marine mammals and ornithology since 2019, continuing despite the Covid-19 situation through to March 2021. The early commencement of these aerial surveys was undertaken to ensure two years of data capture was achieved to inform the Environmental Impact Assessment (EIA). In addition, through the summer of 2020, intertidal benthic ecology surveys and offshore geophysical surveys within the site boundary were also completed, along with onshore terrestrial ecology ground truthing. Other surveys conducted to date include socio-economic surveys, SLVIA (seascape, landscape visual impact assessment) viewpoint photography surveys, terrestrial ornithology and vessel traffic surveys. Early useful stakeholder engagement has continued throughout.</p> <p>EW noted that although several other potential substations were considered, National Grid confirmed through the CION process, that the substation at Bolney was the only suitable grid connection option.</p> <p><u>Comments/questions:</u></p> <p>EW asked if any of the participants had any questions at this time. <b>None raised.</b></p>	
4	<p>NH aiding another participant to attend who was having issue with joining meeting.</p> <p>NH informed attendees that the ETG's kicked off their meetings this week, with this being the first ETG meeting for this topic. NH ran through the aims of today's meeting, which included discussions in principle on methods and approach for each topic. The ETGs will be led by the Steering Group and there will be a further three targeted meetings for each ETG group, with the next purposed in the New Year (approximately January/February 2021). For this ETG, both Natural England and Environment Agency will be contacted to arrange a one-to-one meeting to cover the missed ETGs following the circulation of meeting minutes and supporting documents.</p> <p><u>Comments/questions:</u></p> <p><b>None raised.</b></p>	None noted
5	<p>TK introduced APEM and presented the agenda.</p> <p>APEM are leading the ornithology survey data collection, with monthly surveys conducted since April 2019 and have continued throughout the Covid-19 pandemic. TK discussed the methodology of the digital aerial surveys and the grid-based survey design.</p> <p>Figure (slide 4) illustrates the survey area and the Scoping boundary, which extends beyond the aerial survey search area. The next figure (slide 5) shows the proposed revision of the Red Line Boundary (RLB), which TK stresses is not final, but would bring the RLB to match the 4 km buffer area surrounding the survey area.</p> <p>TK presented the intertidal ornithology data to be used. AK confirmed that the site-specific intertidal surveys for birds would start next week (w/c 21<sup>st</sup> September). TK displayed a table of APEM's initial survey findings on the</p>	

Agenda Item	Notes	Actions
	<p>estimated abundance of seabirds within the Scoping boundary. Noted that availability bias has not been taken into account (i.e. the number of seabirds underwater during the survey). A general overview was given of the seabird abundance and noted that the abundance numbers were unusually high in February 2020 for razorbill and guillemot in particular, which may be linked to a bad weather storm event during that time.</p> <p>TK handed over to SS for the remainder of the presentation.</p> <p>SS presented the designated sites and the 4-pronged approach to connectivity. APEM have robust survey data, including aerial surveys, which can aid in making assumptions during the breeding and/or nesting seasons. During non-breeding times, seabirds pass through channel and non-seabirds across the array areas and how these birds may react with the offshore wind farm in the future i.e. model the likelihood. SS noted that these surveys are a snapshot of nature designated sites and that other data will be utilised including the connection with other designated sites in the North Sea and in Scotland. This will also include water bird species, e.g. geese.</p> <p>SS asked if any participants had questions on the criteria covered? <b>None raised.</b></p> <p>SS continued the presentation on the level of connectivity and populations during defined seasons. APEM used Bio-seasons by Furness (2015) and will also use site specific survey data. Regional population assessments will be fed into the assessment in form of local bird survey reports/data, including the data DH will share with APEM along with Seabird Monitoring Population (SMP) data.</p> <p>SS covered the Collision Risk Modelling (CRM) approach which APEM hope to discuss with Natural England and RSPB at an additional project meeting. Collision and displacement are considered key issues for seabirds. Species of interest will include both migratory and non-seabird species. The worst-case scenario will cover the maximum number of turbines, maximum rotor diameter and a 22 m air gap (pending confirmation of design freeze). For PEIR, APEM proposed to use Johnson <i>et al.</i> (2014) for flight height data supplemented with site-specific data where appropriate. Stochastic CRM (sCRM) to be run deterministically as per Natural England and RSPB guidance.</p> <p>SS asked if any participants had questions on CRM? <b>No issues raised.</b></p> <p>SS discussed the displacement of birds and noted APEM would gather feedback from Natural England at a later date. Looking for agreement on the offshore wind farm array area and the 2 km buffer. This is a project extension and APEM have proposed to remove Rampion 1 from the buffer area (figure show on slide 12), as APEM have data within the Rampion 1 footprint. SS highlighted again that the RLB is pending. There is a need to also discuss the displacement approach, 70% displacement and 10% mortality considered along with 30% displacement and 1% mortality. PINS have noted that the higher range of percentages are highly improbable.</p> <p>SS finished the presentation with discussion points on the design freeze, which will feed into PEIR. Noted that the export cable has not been considered.</p>	

Agenda Item	Notes	Actions
	<p>Barrier effects will be included in assessment in PEIR, APEM note kittiwake population to be considered.</p> <p><u>Comments/questions:</u></p> <p>SS – Asked if there were any questions relating to the survey methodology for the offshore and intertidal surveys?</p> <p>DH – Noted he had mentioned these in his comments, which were given in advance of the ETG to NH and APEM. DH is concerned with birds passing in the corridor between the Isle of Wight and the proposed development. Will APEM be carrying out surveys further west to identify what might be occurring within that corridor?</p> <p>SS – Confirmed APEM had received the comments from DH, however, these had not been integrated into this presentation. APEM are aware of the movements of birds in terms of the Area of Search and within the 4 km buffer zone. To extend the surveys to the Isle of Wight would be a significant undertaking and not proportionate and will therefore not be undertaken for this project. APEM do have information on birds from previous surveys in the area and from other data sources, which will account for this corridor. It will be considered further between PEIR and the Environmental Statement (ES), where APEM will add migration modelling.</p> <p>DH – On a second point, will APEM utilise part of the original site for Rampion 1, south east of the existing area?</p> <p>EW – We are considering refining the boundary slightly from Scoping; but we are still considering the dark red area (Slide 5) which is in the remainder of Zone 6.</p> <p>DH – Concerned for the kittiwake breeding colony at Seaford Head Nature Reserve.</p> <p>EW – The distance between the Scoping boundary and Seaford Head Nature Reserve has increased with the proposed reduction of RLB from Scoping.</p> <p>DH – Concern raised since Rampion 1, need to discuss further. Number of occupied nests has decreased from 1,120 to 700 (when work on Rampion 1 started) to less than 500 (once operational). May be a coincidence but need to look at and discuss.</p> <p>SS – Noted that this information is useful. Through assessment of designated sites (regional, national, international), noted sustained population of 700 birds over the last 10 years. APEM data sources only up to 2017, any additional data would be gratefully received. There were not huge numbers of kittiwake recorded in the study area/Scoping boundary</p> <p>DH – Noted that the 1,120 was a peak, but still a concern over numbers and lack of recovery, just below self-sustaining level. <b>DH will provide data and further information, including kittiwakes and pass onto APEM.</b></p> <p>END</p> <p><u>Both BM and DH left the meeting following the ornithology presentation.</u></p>	<p>DH, 13/10/20</p>

Agenda Item	Notes	Actions
6	<p>RS from SMRU Consulting presented the agenda and confirmed TM from Subacoustech would be joining.</p> <p>As TK has outlined in the previous presentation, digital aerial survey started in April 2019 and are ongoing. Year 1 of data collected has identified harbour porpoise and common dolphin along with other unidentified dolphin/porpoise species and unidentified seal species.</p> <p>RS covered the data sources which will be drawn upon and noted that Rampion 1 baseline data sets will be included. Haul-out sites from Chichester harbour are within the data sources available, however, the grey seal at-sea usage estimates for the Rampion 2 area were not informed by local haul-out or telemetry data. Extensive seal tagging in The Wash Special Area of Conservation (SAC), no evidence of connectivity with South England Management Unit or the Rampion 2 study area for harbour seals. Counts have been recorded for seals in Chichester harbour and other surrounding harbours. French data sources have similar species and will be used for transboundary effects. RS also discussed the list of species scoped in. RR noted that the MMO will defer to Natural England on the topic of species scoped in and suitable data sources.</p> <p>RS presented the scope of assessment, which included scoping in Permanent Threshold Shift (PTS) and disturbance risk in relation to piling and UXO clearance. A list of items scoped out included four areas which were disagreed by the MMO and Natural England. Wish to seek agreement on other construction noise, reduction of prey and disturbance at haul-outs (all simple assessments). The Temporary Threshold Shift (TTS) requires further discussion and the MMO have provided justification in their Scoping response. RS notes that in various other projects the TTS ranges are not taken further into the assessment. Little is known about any biologically significant impact of marine mammals. SMRU Consulting have written a TTS position paper, which can be sent if any participants wish for it. RF notes that Cefas have seen this paper. RF stated that Cefas would like to see TTS-onset impact ranges and the number of animals within these ranges in the assessment.</p> <p>RS finishes with presenting the noise impact assessment methodology. Maximum design scenario including maximum hammer energies and the most likely scenario, which will include representative hammer energy and ramp up for monopile and pin pile. PTS- and TTS-onset thresholds will be the dual metrics presented in Southall <i>et al</i> 2019. Cetacean piling disturbance will use a dose response curve from Graham <i>et al.</i>, 2017. For seal piling disturbance a dose response curve from Whyte <i>et al.</i>, 2020 will be used (this paper is an update from Russell <i>et al.</i>, 2016, due to limitations in this paper). For UXO clearance disturbance impact range is 26 km. The presence, type and number of UXO in area is unknown, therefore, SMRU Consulting will assess a range of potential UXOs. RS noted that the MMO recommended in the Scoping Opinion noise abatement measures and its inclusion in modelling. This needs to be discussed and agreed. SMRU Consulting will assess the impacts of piling firstly without mitigation measures and then if significant impacts are identified, will bring in consideration of noise abatement measures. If impacts without mitigation are significant and additional modelling is required, SMRU Consulting and Subacoustech will discuss with the MMO, Cefas and Natural</p>	

Agenda Item	Notes	Actions
	<p>England to discuss different technology approaches and how to incorporate this into the modelling. RF agreed with this approach.</p> <p>NH reminds all participants that TM is in the call to discuss any underwater noise specific questions? <b>None raised</b></p> <p><u>Comments/questions:</u></p> <p>RS – Asked if The Wildlife Trusts had any count data on seals in the Solent that it could share? As SMRU Consulting only have up to 2017.</p> <p>CP – Responded by flagging that the Sussex Wildlife Trust were unable to attend the meeting and that <b>CP will contact Sussex Wildlife Trust to see if they have anything.</b></p> <p>END</p> <p>RS – Asked if there were any questions or comments on the data sources or species scoped in?</p> <p>RR – The MMO would need to defer to Natural England</p> <p>RS – <b>Will follow up with Natural England</b></p> <p>END</p> <p>RF – In relation to TTS justification, <b>Cefas require TTS-onset impact ranges and number of animals</b> as a compromise.</p> <p>RS – Noted.</p> <p>END</p> <p>RS – asked if the MMO and Cefas had any views on the noise impact assessment methodology?</p> <p>RF - Cefas believe this is a reasonable approach and all in line with previous developments. RF is not aware of the Whyte <i>et al.</i>, 2020 paper.</p> <p>RS – <b>SMRU Consulting can supply a Briefing Note</b> to highlight the difference between the two papers (Russell <i>et al.</i>, 2016 and Whyte <i>et al.</i>,2020).</p> <p>END</p>	<p>CP, 09/10/2020</p> <p>RS, 13/10/2020</p> <p>RS, Date N/A</p> <p>RS, will be issued with the minutes</p>
7	<p>LG introduced the topic and noted authorship of the HRA Screening Report which was recently sent out for consultation (w/c 14/09/20). LG is aware that the participants may not have had time yet to review this document and process the findings.</p> <p>LG presented the criteria used in the European site selection process, including the parameters and connectivity between sites and noted that this is broader than those listed in the Scoping Opinion.</p> <p>LG discussed the HRA screening for marine mammals, cetaceans and seals, which covers the species listed in the previous presentation by RS. For cetaceans, Species Management Units (MU) will define the spatial extent over which effects are considered. That is, all harbour porpoise SACs within the North Sea MU and all bottlenose dolphin SAC within the Offshore Channel, Celtic Sea and South West England MU are considered at Screening.</p>	

Agenda Item	Notes	Actions
	<p>For pinnipeds, Screening applies a 145 km and 120 km range for grey and harbour seal and will consider other data that indicates potential for site connectivity with the Project's sphere of influence.</p> <p>LG asked if there were any questions on the screening parameters proposed for both birds and marine mammal HRA Screening? <b>None raised.</b></p> <p><u>Comments/questions:</u></p> <p>NH – Asked if all meeting participants had received the HRA Screening report?</p> <p>TK – Unsure if APEM Ltd received this report.</p> <p>NH – <b>Will send a copy of the HRA Screening Report to TK and SS.</b></p> <p>END</p>	<p><b>NH, 18/09/20</b></p>
8	<p>NH asked all participants if there were any further questions on any of the topics covered in today ETG meeting? <b>None raised.</b></p> <p>NH confirmed the <b>ETG meeting minutes and presentations will be sent to ETG members within next 2 weeks</b> and noted a one-to-one meeting with Natural England to cover the points raised in this meeting will take place in mid-October 2020.</p> <p>NH reminded all participants that the <b>ToR extended deadline ends at CoB today (18/09/20)</b> and ask if there are any outstanding comment to please flagged them.</p> <p>Both NH and EW thanked all meeting participants for their time and participation.</p> <p>MEETING ENDS</p>	<p><b>NH, 02/10/20</b></p> <p><b>All, 18/09/20</b></p>

These meeting minutes should be read in conjunction with the Evidence Plan consultation log for this Expert Topic Group. The consultation log has been updated to represent any key areas of agreement (or disagreement), in line with the aims of this Evidence Plan, which arose during this meeting.

<b>Rampion 2</b> <b>Evidence Plan Process: Additional one-to-one Fish and Shellfish Ecology</b> <b>Expert Topic Group Meeting</b>		
<b>Date:</b> 21/10/2020		<b>Location:</b> Videoconference via Microsoft Teams
Attendees		
██████████ (EP)	Natural England	Case Officer
██████████ (GH)	Natural England	Senior Marine Advisor
██████████ (AA)	Natural England	Fish Ecology Specialist
██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (FS)	MMO	Case Manager
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Specialist
██████████ (GE)	Cefas	Fisheries Specialist
██████████ (CB)	Cefas	Marine Ecologist
██████████ (MG)	Cefas	Fisheries Regulatory Advisor
██████████ (EW)	RWE	Consents Manager – Rampion 2
██████████ (AD)	RWE	Environmental Specialist – Rampion 2
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager

Agenda Item	Agenda Item
1	Welcome and Introduction to RWE
2	Introduction to the proposed development
3	Activities undertaken to date
4	Fish Ecology <ul style="list-style-type: none"> <li>• Characterising the baseline environment               <ul style="list-style-type: none"> <li>○ Study area</li> <li>○ Existing data sources</li> <li>○ Surveys</li> </ul> </li> <li>• Summary of scoping key discussion points</li> <li>• Assessment approach</li> </ul>
5	AOB



## Minutes of Meeting

Agenda Item	Notes	Actions
1	<p>NH welcomed all participants to the meeting, undertook attendee check and outlined the agenda. NH informed participants that the first round of Expert Topic Group (ETG) meetings have taken place, including Fish and Shellfish Ecology (held on the 17/09/20) and introduced the topic lead involved in this one-to one ETG meeting.</p> <p>CB noted he was filling in for Charlotte Reeve (shellfish scientist) and had not attended previous Rampion 2 meetings.</p> <p>NH informed participants that EW will give a brief overview of the Project as most attendee are familiar with the Project from other meetings (with the exception of CB).</p> <p>EW introduced RWE and their background, including recent E.ON merge with innogy, now amalgamated under the RWE Renewables banner.</p>	None noted
2	<p>EW noted that a number of participants may well be familiar with the Project due to attendance at other ETG meetings.</p> <p>EW presented the background to the Rampion 2 project, including history of site and location of Rampion 2 in relation to the operational Rampion 1 project. The south-eastern zone of the project is remaining area not utilised from the original Rampion 1 consented zone (Zone 6). Rampion 2 will not exceed the original consented 116 turbines of Rampion 1, however due to new technology and increased height of turbines the capacity will be around 1200 MW. Noted that turbine location within the project boundary is unknown at this time. The landfall location for Rampion 2 is at Climping, with the connection onshore at Bolney (via a new substation to be located in the vicinity of Bolney).</p> <p>EW presented Information on the indicative Development Consent Order (DCO) timeline, as summarised on the presentation slide – currently we have ongoing consultation and engagement with key stakeholders, so by the publication of the Preliminary Environmental Information Report (PEIR) there is a clear view of any issues or concerns. EW also noted that RWE are aiming for Rampion 2 to be in the Contracts for Difference (CfD) round anticipated in 2023.</p> <p><u>Comments/questions:</u> <b>None raised.</b></p>	None noted
3	<p>EW went on to discuss and update attendees on the activities undertaken to date. The first activity was onshore site selection, including a detailed constraints mapping of the scoping boundary and to define and locate a suitable landfall location.</p> <p>Survey work has been undertaken monthly for marine mammals and ornithology since April 2019, continuing despite the Covid-19 situation and will continue through to March 2021. The early commencement of these aerial surveys was undertaken to ensure two years of data capture was achieved to inform the Environmental Impact Assessment (EIA). In addition, through the summer of 2020, intertidal benthic ecology surveys and offshore geophysical surveys within the site boundary were also completed, along with onshore</p>	None noted

Agenda Item	Notes	Actions
	<p>terrestrial ecology ground truthing. Other surveys conducted to date include socio-economic surveys, SLVIA (seascape, landscape visual impact assessment) viewpoint photography surveys, and vessel traffic surveys, in addition to onshore work such as terrestrial ornithology. Early (and useful) stakeholder engagement has continued throughout.</p> <p>EW noted that although several other potential substations were considered, National Grid confirmed through the CION process, that the substation at Bolney was the only suitable grid connection option.</p> <p>The Scoping Report was sent to the Planning Inspectorate (PINS) in July 2020 and the Scoping Opinion was received in August 2020.</p> <p><u>Comments/questions:</u></p> <p>EW asked if any of the attendees had any questions at this time. <b>None raised.</b></p>	
4	<p><u>NH handed over to TG for the Fish and Shellfish Ecology presentation.</u></p> <p>TG presented the overview agenda for fish and shellfish ecology and noted that the general set up and study area were similar to benthic ecology, including a precautionary 15 km buffer around the array, and a buffer of 10 km surrounding the offshore export cable corridor. The buffer distances were derived from tidal excursion and sediment transport data. The study area therefore provides for both direct and secondary (indirect) effects and allows for the setting of appropriate boundaries for the assessment chapter.</p> <p>The figure presented (in slide 16) is adapted from the Scoping Report and shows a large area that will be covered in detail. The noise propagation extent is unlikely to exceed this study area for fish and shellfish, however the potential impact risk area from the noise modelling will effectively define the area of appropriate cover for assessment of underwater noise impacts.</p> <p>The datasets provided in the Scoping Report for baseline characterisation were detailed in tables within the slides. These will be updated if more datasets become available. TG ran through the datasets, detailing what was provided by each of the main data sources, including geographical and spatial coverage (local, regional, wider); temporal extent (snapshot, multi-year etc); species- and species groups; activity specifics; and across relevant impact types (noise, electromagnetic fields (EMF) etc). TG noted that, as discussed previously with Natural England, the Black bream datasets have now been obtained for the Aggregate Licence Areas from the dredging companies and the data will be investigated and analysed, again as discussed to date with Natural England, for Black bream assessment purposes.</p> <p>In summary it was highlighted that the principal datasets available are wide ranging in coverage for species, spatially and temporally. TG informed participants that at the ETG held on the 17<sup>th</sup> September 2020, Neil Garrick-Maidment from The Seahorse Trust agreed to provide seahorse data, with the Environment Agency set to provide SAMARCH sea trout data in the English Channel. TG noted that these datasets will be used once they become available. TG commented that the datasets listed in the presentation derive from recognised and reliable sources and have been subject to due diligence.</p>	

Agenda Item	Notes	Actions
	<p>TG discussed the option for site-specific surveys and the view that no further fish sampling is proposed for the EIA, due to the sufficient fish and shellfish datasets already available, as described in previous slides. This is in addition to the Rampion 2 geophysical surveys that have been undertaken across the entire scoping boundary area, which will allow more detailed assessment for in particular Black bream nesting outside the Marine Conservation Zone (MCZ), from the seabed surface features identified from sides scan sonar and multi-beam surveys. This should importantly address specific comments raised in the Scoping Opinion. TG reiterated that, as directed by PINS in its Scoping Opinion, we as an Evidence Plan Technical Panel Group need to ensure we reach an agreement that no additional fish surveys are required to inform the baseline characterisation. The requirement here is to establish a characterisation of the receiving environment that is sufficient for the purposes of EIA.</p> <p>TG presented a summary of the key discussion points from the Scoping Opinion. This included the scoping in of EMF impacts arising from cables (operation), which will be informed by project design including burial and protection of cables and the use of existing literature (Cefas flagged at the previous ETG meeting the Hutchison <i>et al.</i>, 2020 paper); direct disturbance from maintenance activities (operation), using relevant information as this is developed in predicting maintenance activities; include the presence of locally important population of undulate ray in assessment; provide clarity on conservation status of relevant fish and shellfish species; and site-specific survey requirement to be considered. TG highlighted that undertaking a fish survey as part of the baseline would provide a snapshot of fish recorded during the survey, however such data are used primarily to show that the trawl/trawls is broadly in line with the more comprehensive and wider data available on the area from the literature; it is the wider, more comprehensive literature-based characterisation that is then used for the purposes of assessment. The snapshot survey does not generally add to the understanding of the area.</p> <p>TG presented the Assessment approach for fish and shellfish, including characterisation of baseline, development (and use) of worst-case scenarios and a list of the impacts identified by the Scoping Opinion. Underwater noise assessment will be based on noise propagation modelling for worst case scenario locations (including aspects such as depths, bathymetry, maximum size of hammers, pile diameters, maximum hammer energy etc.) and assess effect significance using species sensitivity data and the standard (unweighted) metrics for assessing injury/behavioural level effects. TG noted that Popper <i>et al.</i>, 2014 and McCauley <i>et al.</i>, 2000 will be used to inform the assessment.</p> <p>Species sensitivity, recoverability etc. impacts arising from the proposed development will be drawn from the best available knowledge and literature, making use of sources such as Marlin Marine Evidence based Sensitivity Assessment (MarESA) data, where available on specific species and current status of species in the sensitivity assessment.</p> <p>TG noted that the points raised require further discussion, including information to support characterising baseline.</p>	

Agenda Item	Notes	Actions
	<p>NH informed all attendees that the method statement for noise assessment is in the final draft stages and will be circulated to participants once finalised.</p> <p><u>Comments/questions:</u></p> <p>TG – Asked if Natural England could advise if there were any additional sources of data not mentioned and if so, could Natural England provide this?</p> <p>EP – Natural England will need to take this information request away and come back to you on this.</p> <p>EW – Informed participants that the Rampion 1 post-construction surveys report will be made available soon and noted that this will also be circulated to the MMO.</p> <p>END</p> <p>EP – Noted that Natural England would agree with the view of MMO/Cefas that EMF should remain scoped into the assessment.</p> <p>END</p> <p>EP – TG mentioned Black bream in the export cable corridor and the use of benthic surveys Drop Down Video (DDV) to identify nests and nest site areas. It is not always possible to identify nests outside the Black bream breeding season, as they can be covered with debris and sediment within a matter of weeks.</p> <p>TG – Overview of Scope of works for subtidal surveys to be undertake this month. Additional targets have been identified for any features we wish to have a better look at. TG takes onboard EP point on longevity of the Black bream nest sites, which is influenced by weather conditions. The surveys are not designed to investigate activity at nests but will provide additional information on the interest features identified from the geophysical data (if the features are still evident) in order to seek confirmation on where these are located to inform route design of the export cable corridor. Nest location information on where they appear within the Geophysical survey will be the primary data source for locations etc., with the DDV survey data targeted at providing additional information (rather than being used to replace the findings of the side scan sonar/multibeam data. TG recognises that the DDV information may be limited given this is not being undertaken within the bream spawning season, however the DDV survey data will be amalgamated with the Geophysical survey to capture the best available information across the survey.</p> <p>EP – Natural England may come back with comments. When were the Geophysical surveys undertaken?</p> <p>TG – In July/August 2020.</p> <p>EP – Ideally, Natural England would suggest Geophysical surveys and DDV take place during the breeding season as Black bream are known to leave the site in July. We will therefore not be in a position to agree with any conclusions on absence or extent of nesting black seabream based on surveys undertaken in November, which will be based on a lack of visible active nests.</p>	

Agenda Item	Notes	Actions
	<p>TG – Completing surveys during Covid-19 has been challenging, surveys were undertaken at earliest opportunity but unfortunately it was not possible to progress all of the surveys within the summer season. It was important to collect the geophysical data ahead of the benthic grab/video work to ensure we could use these to effectively target areas of interest with the benthic survey.</p> <p>AA – Understands that information has been gathered for Geophysical survey and benthic/video within the area of search and the export cable corridor, but this will be limited to a single year’s data on bream nesting activity outside the MCZ. Is there scope to conduct further studies in Spring 2021. AA does recognise that the PEIR assessment is scheduled for March 2021.</p> <p>TG – We will not be able to provide additional surveys for PEIR or ES, given the timeframes for the application, but the data collected should be sufficient for the purposes of EIA. It is also worth noting that, where particularly sensitive receptors/locations are relevant, pre-construction surveys would provide additional detailed information to ensure avoidance etc where possible.</p> <p>AA- Risk of Black bream nests outside Kingmere MCZ, with no datasets out with this.</p> <p>TG – We recognise that, for mobile species or, as in this case, for some inter-annual variability in the actual locations of bream nesting activity, there is always a risk of encounter during project development and therefore such eventualities are built into the assessment – in line with a ‘worst-case scenario’ approach.</p> <p>AA – Black bream have specific habitat preference. AA agrees with variability and flux in where Black bream nest within and around Kingmere MCZ. Will we be using a single year of information? Sediment characterisation could be used to link Black bream with habitat types.</p> <p>TG – We are certainly be able to use sediment data we capture to help inform areas where nesting might occur. Depth of sediment overlying harder substrate (sand/gravel veneer etc) is important here and we should have data to inform on this also from the sub-bottom data.</p> <p>AA – Sounds like a useful aspect.</p> <p>TG – Black bream can be variable in terms of location, but they do appear to show favoured locations too, presumably where the bream are successful in spawning year on year. So, the variable locations may not be successful, however it is difficult to determine - we cannot easily differentiate between unsuccessful nest attempts by juvenile Black bream for example.</p> <p>AA – Would this be one or two or a cluster of nests that are unsuccessful?</p> <p>TG – Nest size may determine successes, as juvenile male Black bream may make a nest too large, which would be difficult to maintain; or too small, which may not attract female Black bream. We will deal with Black bream as comprehensively as possible.</p> <p>END</p>	

Agenda Item	Notes	Actions
	<p>RF – Raised a question in relation to behavioural thresholds. RF noted the Hawkins <i>et al.</i>, 2014 paper is up-to-date and is applicable to impact piling.</p> <p>TG – Noted that this point is worth discussion. It is considered that the Hawkins <i>et al.</i>, 2014 paper criteria are not be appropriate for the open coastal location of the Rampion 2 project as the paper’s research was conducted in an enclosed and very quiet loch – the conditions at the study location are therefore not representative of those at the project. This is why we propose that the Popper <i>et al.</i>, 2014 and McCauley <i>et al.</i>, 2000 thresholds are adopted. Tony Hawkins notes in the paper that the study should not be used to define sound exposure criteria and he was also co-author of the Popper <i>et al.</i> paper, which highlights that there is not enough data for quantitative assessment of behavioural impacts. McCauley (2000) does provide thresholds for this though.</p> <p>RF – We would advise it is used as a precautionary approach and could be used as a conservative indicator to assess potential behavioural response in fish. The McCauley <i>et al.</i>, 2000 thresholds can be used, Cefas would however be looking for appropriate justification and explanation why it has been used rather than the Hawkins reference. RF appreciated the views provided, but this is what Cefas would recommend.</p> <p>TG – We will provide a justification of why these papers were selected. Comparability of threshold adopted and whether acceptable to take forward.</p> <p>RF – There are no fixed thresholds. Cefas has advised the use of the Hawkins 2014 paper over the past 2 to 3 years. The McCauley <i>et al.</i>, 2000 paper has been used in older projects. RF will have a discussion in house to identify any other papers or information Cefas can provide.</p> <p>TG – Noted there was consideration of other papers including Woodbury and Stadler, 2007 and more recently in Caltrans (2015), but these use a different unit, SPLRMS (route mean squared (RMS) of Sound Pressure Level (SPL)). We have some concern for applicability of an RMS unit for application to piling; RMS has a time component, so is more applicable for continuous noise, rather than noise generated by piling. Introducing other (less applicable) units to the discussion probably just introduces an added layer of complexity through the need to then run through arguments for/against on the basis of whether the unit is appropriate for the impact type.</p> <p>RF – Cefas will speak with fisheries specialists.</p> <p>AA – Can Popper <i>et al.</i>, 2014 be used to inform impact piling thresholds?</p> <p>TG – The Popper <i>et al.</i>, 2014 paper provides levels for injury, Permanent Threshold Shift (PTS), rather than behaviour.</p> <p>AA – And McCauley <i>et al.</i>, 2000 does?</p> <p>TG – Yes, McCauley <i>et al.</i>, 2000 provides guidance on levels for behaviour effects.</p> <p>AA – Could there be an amalgamation of both Popper <i>et al.</i>, 2014 and McCauley <i>et al.</i>, 2000?</p>	

Agenda Item	Notes	Actions
	<p>TG – Yes this is what we propose, we will use Popper <i>et al.</i>, 2014 in order to capture the PTS and McCauley <i>et al.</i>, 2000 for the behavioural aspects of the assessment.</p> <p>AA – Would it be possible to have a further catch up meeting to discuss this with both you and Cefas?</p> <p>NH – We propose to outline the approach in the Noise Assessment Method Statement and provide this to you for review prior to arranging a follow up meeting?</p> <p>RF – Noted agreement with the suggestion provide by NH.</p> <p>NH – Highlighted the importance of providing enough time for PEIR. NH reiterated the <b>Method Statement will be circulated in advance of an additional meeting to allow for a 2-week review.</b></p> <p>END</p> <p>GE – Noted EP and AA have captured all the points on Black bream and RF on behavioural thresholds. Flagged the importance of stationary modelling for Black bream and Herring. In terms of additional sources of data, inshore commercial fisheries activity, EMS data on sales notes sole, skates and rays and bass netting.</p> <p>On the question of fisheries surveys to inform generic characterisation, GE confirmed that additional beam and otter trawls within the area of search were not necessary and adequate information had been provided. However, noted this will need to be caveated with The Seahorse Trust. Natural England may also have a view on this approach.</p> <p>EP – Natural England would defer to the MMO/Cefas on whether additional surveys are required (excluding Black bream).</p> <p>TG – On the need for surveys for seahorses, the point is that we understand seahorses migrate to deeper water to overwinter and, given there are inshore locations in the general vicinity where seahorse have been recorded, there is obvious potential for them to be present in the general area of the Rampion 2 study area. TG noted that undertaking surveys does not therefore add or change the approach to the assessment as the species would be included in the assessment whether or not a specific snap-shot survey recorded them. Where we have good data coverage for an area, the baseline characterisation and the species to be assessed are drawn from the literature as this provides a much more robust range of data that shows us which species have the potential to be present.</p> <p>EP – Natural England agree that because of the existing information the assessment should be undertaken assuming seahorses are present within the area.</p> <p>GE – Agrees with TG that carrying out or not carrying out seahorse surveys will result in the same outcome. GE had a further question on the Geophysical survey. Did it include site-specific ground truthing, sediment collections etc.</p>	<p>NH, Date N/A</p>



Agenda Item	Notes	Actions
	<p>TG – Not completely sure actually and would need to check. TG noted, however, that sediment sampling is being undertaken, which will provide data on this.</p> <p>GE – This is useful to know, but not essential for now. GE noted the Cooper <i>et al.</i> (2017) Regional Seabed Monitoring Plan (RSMP) baseline data maybe useful.</p> <p>END</p> <p>CB – Asked if any consultation with local shellfisheries on landings had been conducted or if there were any plans to consult? Relying solely on landings data might be misrepresentative of the value of fisheries and the potential abundance of shellfish existing near to the development.</p> <p>TG – Noted that Commercial Fisheries is part of a separate workstream. Discussion and consultations with fisheries in local area along with potters, shellfisheries and trawlers. TG also noted the Fish and Shellfish Ecology will inform assessment in Commercial Fisheries too.</p> <p>END</p> <p>AA – Enquired if the GIS figures could include navigational charts in the background, instead of the usual blue colour, in order to determine where things are.</p> <p>TG – Clarified if AA was requesting figures display the relevant Admiralty charts as a background? If so, we are not likely to be able to provide this, but we would look to provide bathymetry layer on the GIS maps where possible.</p> <p>AA – Yes as additional information would be greatly appreciated as long as this layer doesn't have a negative issue for the maps.</p> <p>END</p>	
5	<p>NH asked all participants if there were any further questions on any of the topics covered in today ETG meeting? <b>None raised.</b></p> <p>NH informed participants the <b>one-to-one ETG meeting minutes and presentations will be sent to attendees within next 2 weeks.</b> NH also noted the Noise Assessment Method Statement was in the process of being finalised and that a meeting was set up with Cefas and the MMO. NH enquired if Natural England would like to be present at this meeting? EP confirmed Natural England would like to attend.</p> <p>NH also informed participants that the next round of ETG meeting will be held in the New Year (January/February 2021), following the drafting of PEIR. The third ETG will be post Section 42 and the fourth and final ETG will be prior to the DCO application.</p> <p>Both NH and EW thanked all meeting participants for their time and participation.</p> <p>END of MEETING</p>	NH, 04/11/20



These meeting minutes should be read in conjunction with the Evidence Plan consultation log for this Expert Topic Group. The consultation log has been updated to represent any key areas of agreement (or disagreement), in line with the aims of this Evidence Plan, which arose during this meeting.



**Meeting Minutes**

**Date:** [27/10/20 09:00-13:00]

**Meeting at:** Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group meeting - Transport, Air quality, Noise, Health and Socio-economics

**Attendees:**

- AD - [REDACTED] (RWE)
- AH - [REDACTED] (West Sussex County Council)
- AP - [REDACTED] (Wood)
- APr - [REDACTED] (South Downs National Park Authority)
- AT - [REDACTED] (South Downs National Park Authority)
- DB - [REDACTED] (Highways England)
- EW - [REDACTED] (RWE)
- GP - [REDACTED] (Wood)
- IG - [REDACTED] (West Sussex County Council (Highways))
- KG - [REDACTED] (Arun District Council)
- LB - [REDACTED] (Hatch)
- LME - [REDACTED] (West Sussex County Council)
- ME - [REDACTED] (Wood)
- MF - [REDACTED] (Access consultant)
- MFD - [REDACTED] (Wood)
- MO - [REDACTED] (Wood)
- MW - [REDACTED] (East Sussex County Council)
- NB - [REDACTED] (Mid Sussex County Council)
- NE - [REDACTED] (Hatch)
- NH - [REDACTED] (GoBe)
- RF - [REDACTED] (Highways England)
- SL - [REDACTED] (Hatch)

**Apologies:**

TBC

<b>To be presented / discussed:</b>		<b>Actions</b>
1	<p><b>Introduction</b></p> <p>The meeting started with a round of introductions.</p> <p>EW introduced the meeting agenda.</p>	None noted

Continued...

	<p>EW introduced RWE, the proposed development, the indicative Development Consent Order (DCO) application programme, activities undertaken to date.</p> <p>AP then presented the purpose and aims of the Evidence Plan Process (EPP) Expert Topic Group (ETG) meetings along with a proposed roadmap for the next EPP meetings/workshops.</p>	
2	<p><b>Traffic and transport</b></p> <p>GP presented the agenda for the traffic and transport presentation.</p> <p>GP started with the project scope, indicating what elements were scoped in and out and the rationale for it.</p> <p>GP presented the study area for the traffic and transport assessment along with a figure highlighting the area.</p>	None noted
3	<p>NB asked to what level the locations of the substations have been narrowed down. AP replied that the narrowing down optioneering exercise is currently ongoing. The team started with ten substation locations and is looking to put forward up to three options in the Preliminary Environmental Information Report (PEIR) and then reduce to a single option in the Environmental Statement (ES).</p>	None noted
4	<p>NB asked how close these substation options are to the existing Bolney National Grid substation. AP replied that the options being considered are all within 5 km of the Bolney National Grid substation at this stage with optioneering currently ongoing.</p>	None noted
5	<p>APr asked if, as part of the Construction Traffic Management Plan (CTMP), staff movements will be considered (e.g. use of public transport or private car movements). GP replied that the traffic and transport assessment will assess staff movements along with movements between construction compounds. The assessment will be providing a detailed picture of each access point, including access options at the PEIR stage.</p>	None noted
6	<p>AT suggested the use of open access land in the study area to include by way of data to inform assessments. GP replied that the transport team will make sure to include and review it.</p>	None noted
7	<p>AH suggested using Rampion 1 lessons learnt relating to traffic issues during construction/operation and how this could feed into the design process at an early stage. EW indicated that there have been many lessons learnt workshops and will make sure that any transport-related information is provided to the transport team.</p>	None noted
8	<p>APr suggested contacting the Transport for South East as they have carried out some work on COVID-19 related scenarios to help estimate the effects of COVID-19 to inform the baseline assessment. This is available for Local Planning Authorities (LPAs) to help assess the effects on recovery from COVID-19 and adjustment of traffic figures. Some of this work crosses the study area for the Rampion 2 project. GP is interested in this data and will look into it.</p>	None noted
9	<p>RF suggested that Design Manual for Roads and Bridges (DMRB) LA104 be looked at for Highways England crossings. RF also mentioned the A27 Arundel bypass project. RF added that the Arun Local Plan model needs to be looked at and included. GP replied that standards should have been included and confirmed being aware of local plans</p>	None noted

Continued...

	<p>which will be used to inform the assessment. GP added that discussions with Highways England on the A27 are ongoing and that the A23 and A27 further afield need engagement with Highways England. RF was happy to hear that the transport team are in contact with the Highways England A27 bypass project team.</p>	
10	<p>APr indicated that in terms of the mitigation hierarchy, avoidance should always be considered the first option. APr added that the team need to make sure they follow relevant national guidelines including Net Zero and Net Biodiversity guidance. GP replied that these are key issues which will be looked at. Avoidance is a key part of the evolving transport strategy.</p>	None noted
11	<p>AH asked whether there will be a crossing schedule appended to the PEIR document detailing how crossings will be made and where. GP confirmed this would be included with an indication of what mitigation might look like. GP added that the transport team would like to engage with stakeholders on this before PEIR publication. AH stated early discussion would help inform this matter.</p>	None noted
12	<p>APr raised a point on what will be done to ensure deliveries and heavy goods vehicles (HGVs) are sticking to route identified to reach access points. GP indicated that the final CTMP will provide HGV routes which will be followed as per DCO requirements.</p>	None noted
13	<p><b>Air quality</b></p> <p>MO presented the scope of the air quality assessment, the proposed methodology, the proposed study area and the key datasets used.</p> <p>MO indicated wanting to determine the baseline data to be used in the assessment.</p> <p>MO added that no site-specific air quality monitoring is planned and expects to make reference to the Rampion 1 project data.</p>	None noted
14	<p>NB asked for confirmation on the operational use not having a significant impact on air quality. MO confirmed this would be the case and added that NO<sub>2</sub> levels have improved since the original Rampion 1 project.</p> <p>Dust will be managed in accordance with best practice.</p>	None noted
15	<p>NB asked whether RWE would consider having electric vehicle charging at the substation site for staff to use. MO agreed this was a good suggestion but would be more of a Corporate Social Responsibility (CSR) action rather than a required mitigation identified by the Environmental Impact Assessment (EIA). RWE will need to take that away and consider further. APr asked if RWE would consider having a fleet of electric or hybrid vehicles for a worker travel scheme. EW replied this could certainly be a consideration to look into. This probably sits outside the realm of the EIA but it is an idea to be taken away and discussed within RWE.</p>	None noted
16	<p><b>Noise and vibration</b></p> <p>ME presented the agenda for the noise and vibration presentation.</p> <p>ME presented the scope of the noise and vibration assessment which takes into consideration some of the responses from the Scoping Opinion (e.g. inclusion of decommissioning site noise and vibration and decommissioning traffic noise and vibration).</p>	None noted

Continued...

	<p>ME indicated that there was a Scoping Opinion comment regarding vibration from the substation. ME stated that vibration would be minimal that it would look to be scoped out of the assessment. It is difficult to assess something that is not considered to be significant outside of the site boundary. ME is happy to discuss further if needs be. No further comments were raised regarding vibration at this point.</p> <p>ME presented the data sources used to inform the noise and vibration assessment. This will be a combination of desk study data and noise monitoring survey which will be carried out at where necessary around the substation site and at horizontal directional drilling (HDD) sites as these are close to higher noise levels (e.g. near A-roads).</p>	None noted
17	<p>AT asked whether there is any historical data for construction vibration and noise on users of nearby public rights of way (PRoW) or national trails. ME replied this is very rare. Construction projects result in a temporary effect on a permanent receptor and not a temporary effect on temporary receptor which is difficult to assess as there is no criteria for it. A qualitative assessment of the effect on the receptor/resource could be looked at. ME suspects it will follow BS:5228 which includes criteria aimed at residents but can be used for other receptors. Professional judgement will need to be used to determine how to approach that. It will be considered but it is not easy to do so. AT indicated that as there are no existing case studies, this represents a good opportunity to take noise and vibration measurements on PRoWs during construction. ME indicated that this links with the idea of tranquillity which is still being developed and currently has no criteria. ME outlined that the effect would likely be quite low. AT can share some tranquillity mapping for the South Downs National Park Authority (SDNPA). <b>Action – ME to liaise with AT regarding tranquillity mapping for SDNPA.</b></p>	ME, Date N/A
18	<p>APr asked about the mitigation used for noise and vibration effects on residential receptors cause by road maintenance issues/repairs during construction. ME replied that the approach to mitigation is still being developed. Poorly maintained roads would indeed have more vibration issues. This matter is to be discussed with the project team. GP added that the CTMP will include a mechanism for checking roads for damage, usually referred to as condition surveys.</p>	None noted
19	<p>AH thanked the team for taking West Sussex County Council (WSSCC) scoping comments into consideration. AH asked about noise monitoring locations and the possibility to look at monitoring around the larger construction compounds depending on where they are and if near residential receptors, especially as larger compounds would have larger items of kit. ME agreed this would useful if they are close to the road. Minimum threshold levels will be taken into consideration. ME agreed that a compound close to an A Road may be useful.</p>	None noted
20	<p>AH asked whether the noise survey will be consulted on with the local councils including relevant district and borough councils. ME confirmed this would be the case.</p> <p>AH asked whether noise modelling will be undertaken for the three substation options. AP replied that the options will be down to three for PEIR which are to be refined to a single substation at ES. AH asked whether the team would be consulting on more than three options. AP replied that only up to three options will be taken forward to consultation. NB asked whether all three options are within Mid Sussex District Council (MSDC) or whether any are in Horsham District. AP replied that they are all in MSDC.</p> <p><b>Correction: Two of the substations options being considered are within MDSC and one is in Horsham.</b></p>	None noted

Continued...

21	<p>NB asked about the likelihood of and approach to night and weekends works. NB also asked about the low frequency noise element at the substation and how the tonal element will be dealt with in the BS:4142 assessment. Low frequency noise is problematic especially at night and there are issues with the original Bolney substation. NB asked how suitable BS:4142 is for low frequency and tonal noise and asked if a precautionary approach could be used. ME replied that BS:4142 caters for low frequency and tonal noise and is fine by way of assessment. Low frequency is different and difficult to assess as it consists in assessing a level of noise which is quite low. Surveys around Rampion 1 have not flagged issues in regard to tonality and noise. To build extra precaution, the team would need to understand what the existing issues are at the original substation as they have not seen any Bolney substation noise monitoring. NB stated that there was an effect even with low noise levels which can be particularly intrusive at night and in gardens during the day. RF added that in terms of mitigation, where possible, enclosures are the most effective.</p> <p>NB asked what level of penalty will be applied and what levels will be used to determine that penalty. ME replied that this may be considered at a later stage and stated needing to look at any adverse effects at this stage. This level of information is not available at this stage to have a detailed tonality assessment. From the existing measurements of the Rampion 1 substation, there were no tonality issues if ME remembers correctly. A precautionary approach will require further consideration. Standard practice assessment criteria will be followed closely. The team will need to look at tonality within a correction factor for the site if no level of detail for the site / and correction based on audibility is available, proportionality will be used for tonal correction.</p> <p>ME indicated that in terms of low frequency, he is open to suggestions on how to assess it in a precautionary way. If done via the correction, will this be appropriate? NB agreed but indicated the need to consider how it will be done. If there are remaining issues, a strong precautionary approach with a detailed penalty will be argued for. NB indicated that there have not been any noise complaints on the Rampion 1 substation.</p> <p>ME outlined that modelling and predictions were quite close to what was emitted from the site. If there is a correction factor applied to the substation, it can be explored whether this is precautionary. This is difficult to pin down and will come down to professional judgement. It was agreed that this matter can be discussed further outside of this meeting at a separate time. ME is happy to discuss further.</p>	None noted
22	<p>NB asked whether the baseline used for the substation assessment would be using Rampion 1 survey data. ME indicated this would depend on the location of the Rampion 2 substation but confirmed that Rampion 1 survey data will be used if the new substation is close to the original one. The noise team still need to look if there is any other assessment in the area with data that can be used. It is likely that the team will use a combination of existing survey data (checking whether still relevant and up to date) and carrying out baseline surveys.</p>	None noted
23	<p>LME asked about light pollution as there are reports about flashing red lights from turbines and supply boats which need to be looked at. EW replied that the impacts of light from turbines will be considered in the Seascape, Landscape and Visual Impact Assessment (SLVIA) and the impact on residents will be part of the Landscape and Visual Impact Assessment (LVIA).</p>	None noted

Continued...

24	AH asked how health will be presented in the PEIR. AP replied that health will be dealt with within the relevant aspects chapters and not in a dedicated health chapter.	None noted
25	<b>Socio-economics</b> LB introduced the agenda for the socio-economics presentation. LB presented the Scoping Opinion comments relating to socio-economics.	None noted
26	LME stated that the labour force will influence the demand on local health services as workers tend to access health services where they work. NE replied that the team can certainly look at the experience from Rampion 1 from the construction phase which may suggest there is a need to look at it in this instance. The team will consider the approach to construction and likely implications of sourcing workforce and in-migrant workers as well as the potential for implications and whether the approach needs to change. LME replied this would be useful especially in the context of emergency services as well which may see a rise in demand. LB and NE noted this as a good point. APr indicated that contacting Transport for the South East on the outer orbital corridor might be useful here. LB replied this was useful.	None noted
27	MF indicated that the team are looking at capturing data associated with the South Downs Way and highlighted the need to understand the impact of COVID-19. The data will need to be compared to previous years. The team will be seeking to draw on public data sets for baseline data.	None noted
28	AT agreed with MF about understanding the impact of COVID-19. AT indicated that the SDNPA had data from cycle routes. For tourism data, the SDNPA carries out a visitor survey every 3 years; the most recent being from 2018 and a new one to come in 2021. In terms of COVID-19, AT indicated that, where there are counters, SDNPA has seen a huge surge in numbers (almost doubling) and this is being sustained as people are keeping up new habits and working from home. AT will talk separately with the socio-economics team about what data the SDNPA can supply. <b>Action – LB/MF to discuss further with SDNPA any additional data to be supplied.</b>	<b>LM/MF, Date N/A</b>
29	AH indicated that WSCC will look at data that can feed into the process. AH asked if any data had been collected in relation to tourism and construction at the time of Rampion 1. LB agreed to investigate further. LB added that there is lag from South East data/studies with usually only 1 or 2 years of available data for operational offshore wind farms. The team will look at Norfolk coast and North Wales/South West (Bristol Channel) data as part of the baseline. AH replied that there are the SPR projects within the East Anglia Zone (East Anglia ONE North and East Anglia TWO) with significant literature on a review of the construction and operation of wind farm on the tourism industry including visitor perception which would be worth looking at. LB agreed that this was part of the approach.	None noted
30	LB presented the methodology to be used for the socio-economics assessment. APr stated that there are routes such as 'slow ways' linking towns and cities which are not shown on Ordnance Survey (OS), but these are planned to be released. MF indicated that the team have come across this and have started having a look. MF is doubtful it will add much more than what is coming from the OS maps. It will be making it easier for public to string together existing PRoWs. However, the team will certainly be mindful of this new release of information.	None noted

Continued...

31	<p>AT asked if the socio-economics team will be working with the LVIA team, especially in relation of people on PRoWs and national trails that will experience impacts on their views by the wind farm. MF confirmed they will be liaising with the LVIA team. MF added that the team are currently identifying where people have views and are looking at how much the visuals will have an impact. MF invited stakeholders to share any evidence, they might have. MF added that the socio-economics team will be liaising with SLVIA/LVIA team to identify locations where there are extensive views.</p>	None noted
32	<p>NE added that whilst there is a lot of general perceptions, market research and extant evidence, there is a real gap in the assessment of impacts of a scheme on visitor behaviour which makes it difficult to draw on evidence. LB agreed and added that it is standard practice for socio-economics to look at other assessments to gain a better understanding of the wider picture emerging. The socio-economics team makes sure there is ongoing engagement with other teams and requests for their early drafts to make sure there is a coherent message being shared.</p>	None noted
33	<p>AH asked whether a review of the community benefits from the Community Benefits Fund for Rampion 1 had been carried out and whether there were any lessons learnt. EW replied that the Community Benefit Fund is a separate undertaking from the application. The Rampion 1 project had a £4 million fund. There was £800,000 for the visitor centre which is open and operational although functioning slightly differently than anticipated due to COVID-19. £100,000 went to the Royal National Lifeboat Association (RNLI). £3.1 million was dedicated to being managed by the Sussex Community Foundation. The Community Benefit Fund is an ongoing commitment with 6 rounds so far and many rounds to come over the next 10 years. EW added that anecdotal evidence is emerging, but that the environmental aspects should carry out a review if required and relevant to the EIA.</p>	None noted
34	<p><b>AOB</b></p> <p>AP indicated that the aim is to provide the meeting minutes within two weeks of the meeting. The slides have already been circulated and can be re-sent if needs be. AP thanked attendees for their attendance and input. There are more meetings to come and smaller meetings on specific matters can be set up if needed.</p> <p>EW thanked participants as their input has been very useful.</p>	None noted





## Meeting Minutes

**Date:** [28/10/2020 09:00-13:00]

**Meeting at:** Microsoft Teams

### Subject / purpose:

Rampion 2 Expert Topic Group meeting - Onshore Ecology, Hydrology and Nature Conservation

### Attendees:

- AD - [REDACTED] (RWE)
- AH - [REDACTED] (West Sussex County Council)
- AJ - [REDACTED] (Environment Agency)
- AK - [REDACTED] (Wood)
- AP - [REDACTED] (Wood)
- BR - [REDACTED] (Wood)
- DB - [REDACTED] (Environment Agency)
- DH - [REDACTED] (Sussex Ornithological Society)
- EW - [REDACTED] (RWE)
- FK - [REDACTED] (RWE)
- GD - [REDACTED] (Wood)
- GR - [REDACTED] (West Sussex County Council)
- JB - [REDACTED] (South Downs National Park Authority)
- JP - [REDACTED] (Sussex Wildlife Trust)
- JT - [REDACTED] (Royal Society for the Protection of Birds)
- KH - [REDACTED] (Natural England)
- KM - [REDACTED] (West Sussex County Council)
- MC - [REDACTED] (Environment Agency)
- MFD - [REDACTED] (Wood)
- MP - [REDACTED] (Land Research Associates)
- NB - [REDACTED] (Natural England)
- PK - [REDACTED] (Ouse and Adur Rivers Trust) (joined at 10am)
- RB - [REDACTED] (Wood)
- SB - [REDACTED] (Environment Agency)
- VW - [REDACTED] (RWE)

### Apologies:

TBC

To be presented / discussed:	Actions

Continued...

1	<p><b>Introduction</b></p> <p>The meeting started with a round of introductions.</p> <p>EW introduced the meeting agenda.</p> <p>EW introduced RWE, the proposed development, the indicative Development Consent Order (DCO) application programme, activities undertaken to date.</p> <p>AP then presented the purpose and aims of the Evidence Plan Process (EPP) Expert Topic Group (ETG) meetings along with a proposed roadmap for the next EPP meetings/workshops.</p>	None noted
2	<p>AJ asked how the timings of the project will work alongside the Highways England A27 bypass project. EW replied that RWE have had initial discussions with Highways England regarding their timetable which is very similar to the Rampion 2 timetable. Where there are interactions with A27 bypass project, RWE will look to collaborate, which is all being explored currently.</p>	None noted
3	<p><b>Terrestrial Ecology</b></p> <p>AK presented the agenda, went through the Scoping Opinion comments and then presented the proposed methodology for the terrestrial ecology assessment.</p> <p>It is not possible to look to gain access to all of the scoping area as private land mainly and therefore the focus has been on gaining access to the most important areas of interest.</p>	None noted
4	<p>KH asked whether sand lizard surveys had been agreed at Climping for next season. AK replied that for now sand lizard surveys are not expected to be carried out due to the type of landfall expected. The jack-up barge would be offshore and would send the cable down into the seabed before coming up a few hundred metres behind the seawall into an arable field. Therefore, the landfall installation should not affect the beach extent. In terms of how much work is needed above the cable being drilled underneath the beach, this is an ongoing discussion with engineering to establish what is required. EW added that the plan is to use Horizontal Directional Drilling (HDD) under the beach. KH thanked AK and EW for their answers and appreciates the consideration of secondary impacts and the protection of the beach and beach habitats.</p>	None noted
5	<p>In relation to winter birds surveys, KH asked whether the data collected would be passed across to the Sussex Ornithological Society (SOS) and the Sussex Biodiversity Record Centre. AK replied that once the data has been collected and used at the end of the surveys, there should no problem with providing the information to these organisations. EW confirmed this was fine from RWE's perspective. KH stated that many developers forget and therefore thanked the team.</p>	None noted
6	<p>PK asked whether water vole surveys will be undertaken as part of the assessment. AK confirmed these surveys had started and are ongoing. From a desk study perspective, in areas where there is likely to be more water voles, access is particularly restricted however further surveys will take place next year (2021).</p>	None noted
7	<p>GR asked whether, when undertaking fieldwork, opportunities for habitat enhancement are being noted. AK confirmed that habitat enhancement is considered during fieldwork by measuring habitat condition in line with Natural England metrics.</p>	None noted

Continued...

8	AK then presented some of the biodiversity inputs that are being fed into the ongoing cable route optioneering for stakeholders to see how the indicative routing is being considered from a biodiversity point of view. The general advice provided to engineers is to follow the mitigation hierarchy.	None noted
9	JP expressed an interest in knowing where mitigation will be provided and how successful the previous Rampion 1 mitigation measures have been. This would help understand how the habitats are faring now and help inform the mitigation for Rampion 2. AK indicated that the team has received information for the first year of monitoring at Tottington Mount which is being studied and will inform mitigation. As more information becomes available, it will be incorporated and used to inform mitigation. EW added that the latest monitoring reports were out and will be shared with the terrestrial ecology team. AK outlined that the terrestrial ecology team can try and relay some of the information from these reports and show how it helps develop mitigation.	None noted
10	KH asked what the procedure for the bird breeding season was and added it would be worth avoiding the netting hedgerows scenario as happened with the Rampion 1 project and HS2. AK indicated that this final level of detail has not been developed yet and will be coming at a later date. The terrestrial ecology team will work with the engineers to first minimise the impact on hedgerows (e.g. could the soil storage be placed somewhere else, narrowing the gap, etc.) however, at this stage, this is not very detailed yet.	None noted
11	NB asked if high resolution maps and ideally shapefiles for these indicative route maps could be shared. EW indicated that in due course, the indicative route maps will be shared however, at the moment this is still work in progress as part of the ongoing cable route optioneering process.	None noted
12	KM asked whether the team were aware of the landslip and groundwater issues at the point where the cable will cross the A27. AK referred this to later in the session for water or ground conditions colleagues to respond.	None noted
13	In areas such as Sullington Hill, there is the potential for some Ancient Woodland, a Local Wildlife Site and a locally important geological site to be impacted. In instances like these, terrestrial ecology considerations come into play and different options are studied. AK stated that this meeting represents an opportunity for stakeholders to share local knowledge of the area. The aim is that when the cable route is published there are no surprises, therefore if stakeholders have any comments past these meetings, please get in touch. EW added that all the elements and considerations that come in to inform decisions about the cable route will be documented.	None noted
14	<p>AH asked whether there could be the possibility to HDD under these key constrained areas. EW stated that RWE could consider HDD in particularly constrained areas. Certain lengths may cause an issue. In addition, there is a requirement to have a larger compound area for HDD which needs to be considered as well in terms of impacts.</p> <p>NB seconded AH's point from the last session on the importance of considering HDD for the indicative options as a loss of Ancient Woodland could have potential fragmentation impacts for nearby SSSIs.</p>	None noted

Continued...

15	<p><b>Soils and Agriculture</b></p> <p>MP presented the agenda, the scoping boundary and the agricultural land classification within it. MC explained the key variations in soils and land in the area.</p> <p>MP went on to describe the survey methodology which will consist of spade and auger surveys where surveyors walk the route and take observations approximately every 100 metres where appropriate. The assessment will only be applied to the working corridor. Surveyors will take representative pits every 25/50 points. This provides very detailed information which generates better data than published data.</p> <p>MP then outlined what outputs will look like. The section of route shown on slide 6 shows that different soils types are present in the area. The team have tried to make them specific to management specific considerations and thereby more functional.</p> <p>The land access outputs will use a traffic light system highlighting restrictions to access of the land.</p> <p>The soils and agriculture assessment will also lead to a third output relating to high erosion risks areas associated with steeper slides and more erodible soils.</p> <p>AP stated that as information starts to emerge from surveys it can be shared with stakeholders. There were no further comments or questions but AP mentioned that if any further questions arise after the session, these can be discussed with the team.</p>	None noted
16	<p><b>Water Environment – Onshore</b></p> <p>GD presented the project scope, the study area, the water resource receptors and the flood risk assessment.</p>	None noted
17	<p>AH asked whether there will be a detailed watercourse crossing schedule produced for PEIR/ES to enable stakeholders to review the proposed methodologies for each crossing. GD replied that there is an outline currently being worked on by the design team. This will outline indicative crossing methodologies. AP reiterated that there is an ongoing optioneering process and that there will be a crossing schedule provided which will identify the crossing locations.</p>	None noted
18	<p>AJ indicated that a Flood Risk Activity Permit (FRAP) will be required for works which impact any main river. A Flood Defence consent will need to be applied for where the cable crosses watercourses within the Internal Drainage District. GD confirmed this will be taken into account as part of the assessment. The need for these permits and consents will also be embedded as an environmental commitment which will then be applied for at the detailed design stage. EW added that for the original Rampion 1 project, similar permit applications had been made for all watercourse crossings.</p> <p>KM added that an Ordinary Watercourse Consent will also be required (for ordinary watercourses). EW confirmed this would be applied for.</p>	None noted

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19	<p>MC noted that the indicative route shown may potentially clip existing Source Protection Zones (SPZs). Discussion was held with regards to groundwater fracture flows within chalk geology. MC asked whether SPZs would be taken into consideration in design and assessment.</p> <p>GD confirmed this would be the case and that the water environment assessment will be considering effects on groundwater as well. MC referred to cable fluid leaks occurring outside SPZs but affecting SPZs further afield. MC recommended that movement of water within chalk / turbidity issues be considered. GD confirmed this would be considered as appropriate.</p>	None noted
20	<p><b>Grounds Conditions</b></p> <p>BR presented the agenda for the ground conditions. BR went on to present the scope of the assessment.</p> <p>BR asked if participants had any comments on the scope of the assessment. No comments were made.</p> <p>BR presented the assessment methodology. In relation to baseline information data sources, BR requested information on the authorised landfill at Washington and the historic landfills at Washington and Littlehampton from the Environment Agency.</p>	None noted
21	<p>KM asked their earlier question on awareness of the localised landslip and groundwater issue at the point where the cable will cross the A27. This should be discussed with Highways England. BR replied he will talk to the A27 team and find out more information to ensure this is captured.</p>	None noted
22	<p>BR opened the floor to questions and asked if there were any other concerns on the methodology for the assessment and data proposed to support the assessment. No concerns were raised.</p> <p>BR set out how environmental measures will be determined. The team will be looking at commitments to help refine the environmental measures going forward.</p>	None noted
23	<p>BR requested for someone from the Environment Agency to assist on the landfill information. MC replied that local planning authorities (LPAs) deal with closed landfills and therefore the historic landfill information will come from them. Any landfill that is still permitted would be dealt with by the Environment Agency. In the area, there is Rock Common landfill and another current one, some have permits and some are historical landfills which would be dealt with by the LPA.</p> <p>BR mentioned that the requested had been sent in June/July 2020 to the general enquiries email address. SB agreed to chase on this matter as there may be a hold up with enquiries. <b>Action – SB to follow up on the landfill information request submitted to the Environment Agency and provide an update.</b></p>	<p><b>SB, Date N/A</b></p>
24	<p><b>AOB</b></p> <p>AP indicated that the aim is to provide the meeting minutes within three weeks of the meeting. The slides have already been circulated and can be resent if needs be. AP thanked attendants for their attendance and input. There are more meetings to come and smaller meetings on specific matters can be set up if needed.</p>	None noted

Continued...

	EW thanked participants for their time and input which has been very useful. Virtual meetings are more difficult, but inputs provided today are very appreciated.	
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## Phase Two – Pre-Preliminary Environmental Information Report

Date	Title	Filename
25/02/2021	Rampion 2 Evidence Plan Process: Progress Meeting with Natural England	250221_Rampion2_EPP_ProgressMeeting_NaturalEngland_Minutes_FINAL
16/03/2021	Rampion 2 Expert Topic Group meeting – Traffic, Air Quality, Noise and Socio-economics	160321_Rampion 2 Meeting Minutes 16_03_21 ETG 4
16/03/2021	Rampion 2 Evidence Plan Process: Steering Group Meeting	160321_Rampion2_EPP_Steering_Group_Meeting_Minutes_v2.0_Final
18/03/2021	Rampion 2 Evidence Plan Process: Seascape, Landscape, Archaeology and Cultural Heritage and Marine Archaeology Expert Topic Group Meeting	180321_Rampion2_EPP_SLVIA_LVIA_ArchCultural_ETG_MeetingMinutes_1_v2.0_Final
23/03/2021	Rampion 2 Expert Topic Group meeting – Onshore ecology, Hydrology and Nature Conservation (onshore)	230321_Rampion 2 Meeting Minutes ETG
24/03/2021	Rampion 2 Evidence Plan Process: Physical Processes, Water Quality, Benthic Ecology and Fish Ecology Expert Topic Group Meeting	240321_Rampion2_EPP_PhysPro_Benthic_Fish_ETG_Meeting_Minutes_v2.0_Final
26/03/2021	Rampion 2 Evidence Plan Process: Ornithology, Marine Mammals and HRA (offshore) Expert Topic Group Meeting	260321_Rampion2_EPP_Ornitho_MM_HRA_ETG_Meeting_Minutes_v2.0_Final
28/04/2021	Rampion 2 Evidence Plan Process: Additional Seascape Expert Topic Group Meeting	280421_Rampion2_EPP_Additional_SLVIA_ETGMinutes_v2.0 - Final
28/04/2021	Rampion 2 Evidence Plan Process: Additional Seascape Expert Topic Group Meeting	280421_Rampion2_EPP_Additional_SLVIA_ETGMinutes_v2.0_

# Meeting Minutes

**Date:** [16 / 03 / 2201 13:00-16:00]

**Meeting at:** Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group meeting – Traffic, Air Quality, Noise and Socio-economics

**Attendees:**

- AB – [REDACTED] (Wood)
- AD – [REDACTED] (RWE)
- AH – [REDACTED] (West Sussex County Council)
- AP – [REDACTED] (Wood)
- APr – [REDACTED] (South Downs National Park Authority)
- AT – [REDACTED] (South Downs National Park Authority)
- BM – [REDACTED] (Adur & Worthing District Council)
- DW – [REDACTED] (Highways England)
- EW – [REDACTED] (RWE)
- GP – [REDACTED] (Wood)
- IG – [REDACTED] (West Sussex County Highways)
- JL – [REDACTED] (Arun District Council)
- JM – [REDACTED] (Brighton & Hove District Council)
- JN – [REDACTED] (West Sussex County Council)
- LB – [REDACTED] (Hatch Regeneris)
- LME – [REDACTED] (West Sussex County Council)
- ME – [REDACTED] (Wood)
- MF – [REDACTED] (Hatch Regeneris)
- MFD – [REDACTED] (Wood)
- MP – [REDACTED] (Wood)
- NB – [REDACTED] (Mid-Sussex District Council)
- RF – [REDACTED] (Highways England)
- SM – [REDACTED] (Mid-Sussex District Council)
- VC – [REDACTED] (South Downs National Park Authority)

**Apologies:**

- DF – [REDACTED] (Highways England)
- NE – [REDACTED] (Hatch Regeneris)

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**To be presented / discussed:**

**Actions**

- 1 **Introduction**



Continued...

The Scoping Opinion was received in August 2020. Since then, work has commenced on the Preliminary Environmental Information Report (PEIR). This will be based on the PEIR Assessment Boundary which is a reduction on the Scoping Boundary which was provided in the Scoping Report (July, 2020).

The first round of Evidence Plan Process (EPP) Expert Topic Group (ETG) stakeholder engagement meetings took place in Q3 of 2020 as well as wider Project Liaison Group (PLG) engagement with specialist groups to disseminate information to the public.

An Informal Consultation exercise for the general public was undertaken via the virtual village hall exhibition on the Rampion 2 website in January/February 2021. Member briefings were held as well as with PLGs and Parish Councils.

In parallel, land access requests have been issued to landowners for onshore surveys which will inform the PEIR and Environmental Statement (ES).

Offshore surveys have been completed as of February 2021. However, not all in-situ survey data will be available for PEIR however this will be incorporated in the ES.

The PEIR chapters are currently being drafted in line with the PEIR Assessment Boundary which has been refined with feedback from the Informal Consultation and ongoing consultation. The final PEIR Assessment Boundary will be communicated to ETGs prior to publication of the PEIR.

## 2 **Update on the Proposed Development**

EW provided an update on the Proposed Development. There is an ongoing design evolution process which has looked to refine the Scoping Boundary. This has taken into account environmental input (including designations and sensitivities) through desk studies and surveys, as well as technical engineering constraints and Informal Consultation feedback to identify the least impact feasible route. Areas of search for potential onshore substations have been refined to three and further optionality has been retained along the onshore cable route. This is an ongoing process being informed by consultation feedback, landowner engagement, environmental and engineering considerations.

The offshore part of the PEIR Assessment Boundary is also being refined to the east and north-west in response to early engagement on shipping and navigation and visual impacts from a Seascape, Landscape and Visual Impact Assessment perspective.

RWE presented a map of the indicative onshore elements of the PEIR Assessment Boundary which outlined the current proposed onshore cable route and substation search areas, demonstrating the optionality which exists at this stage. A slight deviation outside the Scoping Boundary close to Washington was outlined which is a result of technical engineering constraints including steep slopes. The PEIR Assessment Boundary will be further refined for the PEIR with some optionality likely retained. There may be areas of optionality in onshore substation search areas and cable route options however this will be made clear in the PEIR and presented to ETG prior to publication of the PEIR.

**Action: PEIR Assessment Boundary to be presented to the ETG prior to publication of the PEIR.**

RWE presented a map of the indicative offshore elements of the PEIR Assessment Boundary with refinements to the east to move away from the Traffic Separation Scheme

Continued...

and to the west taking account of shipping and, seascape, landscape and visual impact assessment considerations. There is an ongoing process of offshore design refinement.

### 3 **Onshore update**

Early engagement with the ETGs and other stakeholders commenced in 2020 to discuss baseline information, assessment scope and methodologies.

Feedback received within the Scoping Opinion has been taken into consideration and has helped inform the environmental assessment methodologies.

Onshore surveys are looking to commence in line COVID-19 pandemic guidance and are reliant on ongoing landowner discussions.

AP outlined that the assessments are looking to incorporate as much feedback from consultees/informal consultation as possible into PEIR aspect chapters.

An overview of the key activities undertaken to date was provided by AP:

- Onshore surveys commenced towards the end of 2020 from Public Rights of Way (PRoW), publicly accessible areas and where land access was available. Surveys completed to date include site walkover surveys for landscape and visual impact assessment (LVIA), historic environment, transport, and terrestrial ecology. Terrestrial ecology surveys conducted to date include extended Phase 1 (including badger / otter Phase 2 checks where applicable), bat, dormouse and wintering birds.
- A range of further environmental surveys are planned for 2021 as more land access becomes available and the PEIR Assessment Boundary is further refined. These surveys include further LVIA, agricultural land classification, noise (no vibration survey planned), historic environment, ground conditions, water environment, arboricultural, and terrestrial ecology.
- Where appropriate, the scope of the onshore surveys will be discussed in further detail in the ETGs and with key stakeholders to agree scope and extent.
- The COVID-19 pandemic continues to impact the survey programme and interactions with stakeholders. Since early 2020, a range of engagement with stakeholders has been undertaken both informally (meetings/communications) and formally (EIA Scoping Opinion). This is continuing, however, it is recognised that, in line with PINS guidance, flexibility relating to surveys, data availability/accessibility and the ability for stakeholders to engage will be required and agreed.

NB stated that at the last meeting, there were three potential sites for the substation, two of which were in Mid-Sussex District Council and one in Horsham District Council. NB questioned whether it can be assumed that the onshore substation search area located in Horsham will not be taken forward considering no representative from Horsham is attending this meeting? AP replied that all three options are currently being retained at this stage as they are all still considered viable.

**Action: AP will check Horsham District Council's invitation to this meeting.**

**AP**

**Post-meeting comment:** Horsham District Council has not requested to attend this ETG however they are included in other ETGs.

### 4 **Informal Consultation**

Continued...

The COVID-19 pandemic has altered the approach to the Informal Consultation which was carried out through a virtual village hall. It was very well received by most. The Rampion 2 team is pleased with the level of interest received through the Informal Consultation with over 6,000 visitors and over 250 Feedback Forms received.

The key issues raised through Informal Consultation were focused around the environmental impacts associated with onshore construction and the opportunity to enhance habitats through tree planting, kelp restoration, flood protection, and biodiversity protection and enhancement. Concerns were also raised regarding the need for a new cable route from Climping to Bolney, and substation location instead of using the existing Rampion 1 infrastructure.

It is expected that this valuable feedback will be incorporated into the PEIR and subsequent ES where appropriate. Further information will be provided in an Informal Consultation Report to be provided alongside the PEIR.

## 5 **Roadmap 2021**

The publication of the PEIR is expected towards the end of Q2 2021. The Statutory Consultation (S42/S47/S48) will take place in summer 2021. The Statement of Community Consultation will be provided to LPAs for the final consultation within the next week or so and will be published in advance of the Statutory Consultation. Taking into account all the feedback from the formal (S42) consultation, RWE is aiming to submit the Development Consent Order (DCO) Application towards the end of 2021.

The next ETG meetings are likely to occur in September 2021 (post-S42) and in December 2021 prior to the submission of the DCO Application.

## 6 **Transport**

GP presented the agenda of the presentation which will cover: Access Strategy Details, Update on Baseline Data, Consultation Progress, Traffic Generation, Public Rights of Way (PRoW) Impacts, Construction Traffic Management Plan, Abnormal Loads and Preliminary Findings.

## 7 **Access strategy (slide 3)**

Three different types of vehicles and therefore strategies for access to the various sites have been identified:

- Heavy Goods Vehicles (HGVs) for materials deliveries to construction compounds and site accesses. This is a key consideration for noise and air quality as well as traffic impacts on the Local Highway Network;
- Staff based vehicles which will route to/from construction compounds at the start and end of the day; and
- Light Vehicles (LVs) from construction compounds to other construction sites during the day normally outside of peak hours.

The Access Strategy is based on:

- reducing environmental impacts in the design stage by avoiding settlement/sensitive locations where possible;

Continued...

- using the most direct routes to/from the Strategic Road Network (SRN) to the numerous accesses on the Proposed Development;
- avoiding, where possible, single track roads which has been successful to date with only short sections of single track roads required to access certain sections of the onshore cable;
- taking note of local road restrictions; and
- the requirements for access.

## 8 **Access strategy – HGVs**

GP presented maps of HGV access from SRN (slide 4). This aims to avoid HGV routing through sensitive areas identified such as Findon, Henfield, Cowfold and Sullington as well as Arundel (other than the A27) and Washington (other than A283). Further detail will be set out in the PEIR.

APr asked about the enforcement of the HGV routing for HGVs to keep to the dedicated routes. GP indicated there would be a Preliminary Construction Traffic Management Plan (CTMP) provided at PEIR which will include limitations and control measures in place for HGV routing. Usually on DCO projects, the measures in the DCO CTMP would be included as a requirement of the DCO. Stakeholders will have an opportunity to comment on these HGV routes as part of the PEIR. Based on feedback, some of the HGV routes may be revised or amended. All of the sensitive highways links are being considered where they align with a proposed access route. Engagement with the local highway authority has been undertaken on the location of the highways links. Highways links assessed in the PEIR chapter will be open to comments as part of S42 consultation.

## 9 **Access Strategy - Staff based and LV (slide 5)**

There are two types of Light Vehicle (LV) trips that require further exploring to make the transport assessment more robust:

Staff based Trips (trips from people living or staying in the local area):

- This traffic is proposed to be distributed onto the local and strategic highways network based on 2011 Census journey to work movement patterns. Each of the three onshore sections of the transport study area will have a slightly different distribution pattern based on the location of that section. Further details will be provided in the Transport PEIR Chapter. These trips will be directly to and from the compound generally outside of peak hours.

LV Compound to Site Trips:

- staff are likely to travel in mini-buses or light vans to the various onshore construction locations. LV trips between compounds and other site accesses will have prescribed routes; and
- these trips are more numerous in number than HGVs to work site locations and follow the same patterns generally as the HGV routes.

## 10 **Baseline data (slide 6)**

Continued...

GP outlined that the scope of the transport assessment for the Proposed Development is considered to be comprehensive. There are currently 35 Highways Links across the transport study area identified for assessment in the PEIR:

- nine highways links are on the SRN however not all of those are in sensitive locations;
- 26 receptors on the Local Highways Network ranging from major A roads down to Wineham Lane (single track road); and
- the scope will provide comprehensive coverage of all key routes that are affected by the access strategy.

GP outlined that the baseline data has been established for all but one location (Ferry Road) without undertaking traffic counts which have been restricted due to COVID-19 pandemic. The data set is a combination of:

- Department for Transport (DfT) Traffic Data;
- West Sussex County Council (WSSCC) Traffic Data; and
- Rampion 1 Traffic Data.

Most data are from 2017-2019, however there is a need for some older data to be at some highways links and this has been appropriately growthed using Department for Transport (DfT) traffic statistics.

The traffic dataset is to be supplemented/reviewed post-PEIR once COVID-19 pandemic restrictions are lifted with a new set of survey data in 2021.

RF asked if there was a plan of the 35 highways links. GP confirmed that a highways links plan can be provided outside of the meeting if requested.

**Action: GP to provide a highways links plan to RF.**

**GP**

Comments on the highway links plan would be welcome but are currently fixed for PEIR. There will be an opportunity to update post-PEIR if more coverage is required by Highways England. Highways links identified are comprehensive and near key locations. There is an Air Quality Management Area on the A27 north of Brighton which has been added in for the purposes of the air quality assessment.

APr asked if the prescribed routes have been considered in line with any forward plans from WSSCC. One of the routes seems to be using Long Furlong where WSSCC were looking at junction improvements. GP confirmed overlap of schemes will be considered. The WSSCC Local Plan Freight Strategy has been followed for Long Furlong and the A280. This requires that HGVs avoid Findon and along the A24 into Findon therefore Long Furlong is assigned for HGVs. GP outlined that APr makes a good point about the overlap of schemes and this will be addressed post-PEIR. The PEIR will present a link-based assessment therefore junction impacts are not currently assessed. The A27 Arundel Bypass and other schemes have been identified however and a narrative of the potential impacts and crossover with these schemes are addressed.

11 **Development Traffic Generation (Construction) (slide 7)**

Continued...

Since the last ETG meeting (Q3 2020), traffic generation has been studied in greater detail. The Development Traffic Generation is now complete and indicates the following key information:

- Key traffic generating element of the onshore elements of the Proposed Development is in section 1 of the transport study area which includes landfall, numerous horizontal directional drill (HDD) crossings and the location of the temporary construction compound on Church Road across a 3-year construction phase.
- Peaks for traffic generation for Rampion 2 will occur in 2026 in the southern section and in 2027 in the northern section. The PEIR transport assessment will include two future years of assessment that will be considered. Each of the highway links will be assessed individually for the peak week of the construction programme in which traffic is predicted.

The highest impacts of traffic from the onshore element of the Proposed Development in pure vehicle numbers falls on SRN but impacts are limited by the capacity and high traffic flows on the A27 and A23. Only a few locations on the local highways network experience more than 100 additional vehicles per day but impacts are more significant on some roads where traffic is already low.

On the highest impacts on the SRN, RF questioned if, within the CTMP, there will be a restriction on construction movements within peak hours. GP replied that the PEIR transport chapter will set out the daily traffic impacts with a narrative on the likely travel times of all three vehicles categories. A significant amount of traffic is required in certain locations but most of it will avoid peak hours with early start and finish before/after peak hours. There will be trucks accessing the site during the day and movements between construction compounds and sites. The final CTMP post-PEIR will have specific site restrictions around schools and other sensitive areas. The PEIR Preliminary CTMP will present some detail on peak impacts.

LMF asked about whether air traffic (e.g. helicopters) during operation will be considered. AP replied that the transport assessment relates to onshore traffic and transport. EW added there was no intention to use helicopters for construction. There may be helicopters used for operation and maintenance activities offshore. Helicopters have not been used as part of Rampion 1. **EW will check whether helicopters will be used for offshore elements of the Proposed Development.**

EW

AH asked whether there were plans to include cumulative impacts for the A27 Arundel Bypass (with a 2024-2027 construction period) for example at PEIR stage. GP stated this would be assessed further in the ES once more detailed discussions have been held on the overlap of schemes. At PEIR stage, the focus is on reviewing the impacts of Rampion 2. The temporal traffic growth provided includes local plan growths and considers developments in WSCC over the next few years. With regard to the A27 Arundel Bypass, discussions will and have been held with Highways England. There is ample detail in the chapter on the receptors selected and the potential impacts on the A27 to understand what the temporary impacts of the construction traffic on Rampion 2 would be on the A27 Arundel Bypass.

AH added that with A27 Arundel Bypass being at scoping stage now, this is expected to be included at a later stage. GP confirmed this has been considered and will be developed post-PEIR.

Continued...

APr asked about the location of the local network locations expected to experience over 100 additional vehicle movements per day.

GP indicated that these would be presented in the following slide (slide 8).

## 12 **PEIR Initial Findings (slide 8)**

Assessment based on GEART has indicated 7 highways links where detailed assessment has been required;

- A284 North of Wick;
- A284 Lyminster;
- Crossbush Lane (Crossbush);
- Crossbush Lane (Warningcamp);
- A27 High Salvington;
- A283 East of the A24; and
- A272 West of the A23.

There were no comments on these highways link locations.

Based on the types of roads and the nature of traffic, the detailed assessment currently indicates negligible effects.

## 13 **Onshore impacts of offshore works (slide 9)**

Traffic data on onshore impacts of offshore works is still being developed.

No port has been selected yet (not yet confirmed if it will be a port in West Sussex). This is still under development. Further detail on the worst case in the PEIR chapter will be provided.

Two types of traffic are currently being explored:

- staff required for offshore works (construction and/or operation and maintenance):
  - 340 UK-based residents engaged in offshore installation activity. However, it is not yet clear how this will be undertaken. This will not be assessed at PEIR and may be developed post-PEIR depending on how these operations are envisaged to be undertaken; and
  - 50 people as part of the offshore installation and commissioning per day. This will be assessed at PEIR based on a candidate port.
- material and component deliveries for offshore works, which is looking much less significant than originally anticipated. It is expected that offshore infrastructure will be manufactured in Europe and therefore may not need to be included in the transport assessment. If it is scoped out, further detail will be provided in the PEIR chapter.

## 14 **Public Rights of Way (PRoW) Management Plan (slide 10)**

Continued...

72 PRoW likely to be affected have been identified within the PEIR Assessment Boundary however, not all 72 will have the same type of effect:

- 69 PRoW – temporary effects (PRoW can be re-instated after construction);
- 3 PRoW – permanent effects at onshore substation locations – however only one substation location will be chosen out of the three options presented at PEIR. This will reduce the permanent effects on PRoW; and
- Of the 72 PRoW likely to be affected, 7 PRoW within the current PEIR Assessment Boundary may have no impact due to current HDD proposals.

Types of effects on PRoW – each with specific mitigation strategy;

- PRoW crossed by the onshore temporary cable corridor;
- PRoW that follows construction access tracks (shared Routes);
- PRoW crossing construction access tracks;
- PRoW that routes into the PEIR Assessment Boundary for a short section;
- PRoW with no impacts due to HDD proposals; and
- Permanent PRoW impacts at onshore substation search areas.

There are also two areas of Open Access Land within the PEIR Assessment Boundary which will be fully assessed, both are located on the South Downs.

Apart from the physical impacts on the PRoWs, AT asked what is the scope of the area being looked at in terms of the visual impact of what is happening offshore on uses of PRoW. GP replied this is considered in other chapters. From transport perspective, the focus is on physical impacts. EW added the LVIA and SLVIA assessments include viewpoints from key PRoW agreed with LPAs, WSCC and South Downs National Park Authority (SDNPA).

RF asked whether the SRN will be crossed using HDD. GP confirmed that all major A roads and SRN road will be crossed with HDD and some smaller roads as well for engineering reasons. The crossing schedule will detail the crossings and methods used and these will be presented in the Preliminary CTMP along with which methods will be used.

LB followed up on AT's point about visual impacts from PRoWs and indicated that the visual impacts will be considered from a socio-economics perspective and the impact on the volume and value of the tourism economy will be included in the socio-economics assessment.

## 15 **Construction Traffic Management Plan (slide 11)**

Crossing schedule consideration were presented in slide 11.

There will be mitigation commitments set out in the CTMP. GP outlined that, following a point raised at the last ETG meeting (Q3 2020), condition surveys before, during and after construction works will be carried out on the highway and PRoWs affected by the onshore elements of the Proposed Development. This is now a commitment for the CTMP at PEIR.



Continued...

Other commitments relate to the Access Strategy in terms of avoiding key settlements; following WSCC freight strategy (Findon Village) and from concerns about how visibility standards would be applied to Design Manual for Roads and Bridges (DMRB) based on the speed limit of the road.

#### 16 **Access Design (slide 12)**

The CTMP includes four approaches to access design:

- existing tracks and private farm accesses which have suitable visibility splays. For those, there will be no changes to layout;
- where it is proposed to use an existing field gate accesses or farm tracks where there is no existing visibility splay, a visibility splay will be provided through the medium of coppicing (to below 1m as set out in DMRB). At PEIR stage, these visibility splays have been provided to worst-case DMRB design standards for the speed limit of the road. This provision will be revised with site specific visibility requirements based on speed surveys for the DCO submission;
- where it is proposed to use an existing field gate access or farm tracks where there is no existing visibility splays but where visibility splays are not appropriate (for ecological reasons such as woodlands) then these would be managed through traffic management. There are only a handful of such accesses and these are the only locations where temporary speed limit reductions would be considered; and
- where access is taken from the end of a highway leading directly into a private farm track there would not be a need for a visibility splay.

On existing field gates and maintaining visibility splays in these locations, APr recommended making sure that speed monitoring is undertaken on site as the actual speed and posted speed may differ. There are historic hedgerows in many areas. GP confirmed this would be much more detailed following PEIR and the surveys would be undertaken post-PEIR to allow for more nuanced safety mitigation at each access. A worst-case approach is used for visibility splays in the design and PEIR Assessment Boundary until speed surveys are carried out to provide for worst-case assessment. None of the accesses are directly onto the SRN and all first access the WSCC highways network.

#### 17 **Abnormal Invisible Load Assessment (slide 13)**

Information has been received from the engineering team on requirements and locations.

Further detail can be found on slide 13.

APr asked if transformers would have to be removed as abnormal load during the decommissioning phase as they come in as abnormal load for construction phase and whether a similar assessment would be undertaken for the decommissioning phase. GP confirmed this was correct. Rampion 1 used Shoreham port for abnormal loads which would have an established access route. Similar loads for Rampion 2 would be required therefore no significant mitigation is expected. This is being further considered at the moment.

The main decommissioning activities onshore will relate to the onshore substation. The majority of the other onshore infrastructure is expected to remain in-situ. The PEIR

Continued...

Preliminary CTMP and Preliminary ALL Assessment considers the decommissioning of the substation.

#### 18 **Next steps**

- continue with assessment of onshore impacts of offshore works;
- ongoing swept path analysis (SPA) for Abnormal Loads;
- continued consultation on specific matters to inform PEIR documents (design/assessment);
- finalisation of PEIR Assessment and supporting documents; and
- post-PEIR – Further consultation and discussion on document revisions and site-specific mitigation schemes and strategies.

RF asked if engagement with the A27 Arundel Bypass team is being undertaken. GP confirmed there was a meeting with our design team around how construction of the scheme could allow for the A27 Arundel Bypass scheme to have minimal interruption. AP confirmed the team will link in with Drew Woodbridge going forward. DW added that conversations have been held and another one will be planned where appropriate.

#### 19 **Noise and vibration**

ME presented the agenda which covered progress since last ETG meeting (Q3 2020), updates on methodologies and next steps.

#### 20 **Progress since last meeting (slide 3)**

Initial traffic data was received and is informing the PEIR noise assessment.

Tranquilly mapping was received from Allison Thorpe which has been useful.

ME has also reviewed the SDNPA tranquillity report. Whilst it includes an assessment on how to grade tranquillity, it does not refer to what happens when a development has an impact on tranquillity.

Information has been received on the onshore construction plant to help inform the noise assessment. For the PEIR, the focus will be on construction including: cable trenching, HDD, construction compounds, access and substation.

For the assessment of the operation and maintenance phase at PEIR, the methodology and how the assessment will be undertaken are defined but there is no refined set of data sufficient to undertake the assessment. However, the approach in the PEIR will explain how this will be assessed for the ES.

#### 21 **Methodology update (slide 4)**

If COVID-19 pandemic restrictions ease, the intention is to undertake noise monitoring after lockdown to get representative data in summer 2021. Traffic counts will be recorded where possible during the survey so that expectations related to specific roads can be checked.

Continued...

Existing data around the Rampion 1 substation could be used however the expectation is to use new data from the survey and consider this existing data in the context of how the noise environment may have changed over the last few years.

For the BS4142 assessment, depending on the chosen onshore substation location, existing substation noise will be included in the baseline. However, the existing substation noise will be considered in terms of the context as allowed for in the fine tuning of the assessment result.

The consideration of low frequency in the assessment is a key issue and raised by NB previously. The use of a correction factor as in BS4142 has been explored and having that for the low frequency component of the assessment. ME outlined concerns that:

- it might restrict the development unnecessarily. The correction factor may not be aligned with the effect of low frequency. It might also be overly cautious; or
- it might not cover any of the low frequency effects.

The Association of Noise Consultants (ANC) guidance on BS4142 highlights the use of the Salford University document which covers the procedure for the assessment of low frequency disturbance. There is a potential way to use it to predict any impacts or at least protect the future amenity by taking it into consideration. An indicative model with the onshore substation will be available and within that, indicative optic band levels may also be available. Further consideration can then be undertaken in relation to noise levels being predicted at different optic bands. Using this information, it can be established if there might be an issue with low frequency that, on the basis of the Salford University document, can potentially suggest a former noise limit. This is to ensure the avoidance of any future low frequency issues as raised by NB about the Bolney National Grid substation. The approach to low frequency is work in progress. Once initial modelling is prepared, we can have further discussions on this methodology.

There was no initial feedback from attendees on this methodology.

## 22 **Next steps**

When more technical data on the substation and the windfarm is available, the noise team will undertake operational noise modelling. A noise survey will be carried out and may cover HDD locations, traffic noise and the substation locations.

APr asked whether the noise team was corroborating the noise assessment with locations that would have low vehicle flows. ME confirmed these would be considered for the noise monitoring depending on the refinement of the PEIR Assessment Boundary. As the PEIR Assessment Boundary is work in progress, some areas may be excluded from the surveyed area.

The assessment might benefit from survey work at locations where HDD will be used, for example under an A road where baseline noise levels are high.

AH asked whether the noise outputs from the existing National Grid substation and Rampion 1 substation will be set in the context of the existing baseline rather than cumulative operational impacts. ME confirmed this was the case and added that they would factor in the context of BS4142 assessment.

Continued...

AH asked whether the noise impact work will feed into decision-making for the substation optioneering. ME confirmed that noise is a factor in the optioneering process along with many other factors.

VC indicated that SDNPA would like to discuss tranquillity if there are impacts identified. VC added that tranquillity is not limited to noise but also socio-economics and landscape and SDNPA are happy to have a separate further discussion. ME will discuss tranquillity with the other relevant teams and would welcome a discussion on tranquillity with SDNPA.

JN asked whether any extra survey work will be undertaken for the main construction compound areas where there are likely to be generators. ME indicated this was not being considered at the moment as the initial assessment results have come out as quite low impact so there is no intention to undertake any survey work at these specific locations. JN indicated that this came up as part of Rampion 1 in terms of in-combination effects. The construction compounds near the substation works had a lot of infrastructure in place that required 24hr generators for long periods in places. There were complaints made about this as part of Rampion 1 and therefore this matter should be considered for the Rampion 2 baseline at the main construction compounds. EW agreed. ME indicated that this will be considered and discussed with the rest of the team. AP replied this was useful feedback and will be taken into consideration.

NB summarised that a background noise survey will be undertaken for the onshore substation location. With regard to low frequency noise, no final methodology has been undertaken. The noise team is concerned that BS4142 might not be appropriate and therefore is looking at something more specific using the low frequency guidance from Salford University. ME indicated that the noise team want the assessment to be appropriate to the effect being looked at. The addition of a correction factor to the broadband might not be either sufficient protection or it might be showing more of an impact than there would be. It would be better to look at the detailed lower optic band levels and fine tune the assessment to this issue. In the Salford University guidance, there is a criterion that can be used to fine tune a consideration for our purposes.

NB asked whether this low frequency noise is from transformers and whether that would be 50Hz. ME replied that for some projects 100Hz is used. There will be a peak lower than a 100 Hz to be considered for Rampion 2. In the Salford University document, the criterion tends to be 100Hz and lower protecting people from low frequency.

NB asked whether the final methodology will be shared with relevant LPAs. ME confirmed he will share the methodology with relevant stakeholders prior to PEIR. This will include monitoring locations and methods.

**Action: ME will share the final noise methodology with the ETG once it is finalised.**

**ME**

**Post-meeting comment:** AH and JN highlighted the need to consider, more generally, for worst-case scenario for a construction programme (i.e. to cover off any potential long overrun). For example, potential for dust/scour issues were experienced over a much longer period than originally envisaged during Rampion 1, as some areas of the cable route remained stripped of topsoil for long periods (due to them being required to gain access along the route etc.).

23

### **Socio-economics**

Continued...

LB presented the agenda covering a progress update on consultation, high level summary of baseline data collection since scoping and previous ETG in October 2020, and discussion on any comments received/or raised during meeting on the Method Statement.

## 24 **Consultation**

Several discussions were held regarding:

- Socio-Economics & Tourism with:
  - Visit Brighton, Brighton & Hove City Council, East Sussex County Council (initial), West Sussex County Council (WSCC) (to follow-up again).
- Onshore Recreation with:
  - WSCC, South Downs National Park, South Downs Way, Natural England, Sustrans.
- Inshore/ Offshore Recreation to understand the experience of construction of Rampion 2 and inform the assessment with:
  - BEKS Kitesurfing School, Aspire, Fluid Adventures, Waterfront Sailing Academy, Brighton Diver, Arun Yacht Club.

## 25 **Baseline - Update**

The baseline is informed by:

- A policy review comprising:
  - National - focussing on energy, industrial and planning guidance;
  - Sub-regional/ local – focussing on local economy, and the promotion of economic growth (and specific sectors) using local plans, local industrial strategies; and
  - Sub-regional/ local – outdoor recreation policies at County Council levels and LPA level.
- Data collection:
  - Late-2020/ early-2021
  - COVID-19 pandemic impacts on the economy may not be reflected in the PEIR but the aim is to revisit the baseline for the ES depending on availability of information.
- Walkover survey (Summer 2020) along the onshore route to identify the receptors.

MF indicated that when carrying out the survey, due to the length of the onshore temporary cable corridor, he was not able to look at every right of way, recreational access and resource along the onshore temporary cable corridor. The approach followed ensured that the most significant areas would be focused on. Areas not covered by the survey were analysed using Google Earth and Strava heat maps. MF is confident that all the significant features were covered.

Continued...

26 **Next steps**

- ongoing consultation;
- finalise socio-economics, tourism and recreation baseline analysis. WSCC data was received and further data is to be received which will be included at PEIR if possible and certainly at ES;
- finalise economic impact model and assessment; and
- finalise PEIR assessment.

27 **WSCC comments on method statement (slides 6 to 9)**

A meeting was held on 15 March 2021 between LB, AP, [REDACTED] (Rampion 2 Offshore Project Manager) and [REDACTED] (from WSCC) to discuss the socio-economics method statement. AH mentioned that LB agreed with [REDACTED] to provide some written responses to WSCC's comments especially relating to the breakdown of the economic data and what tiered level is used to present the economic data.

**Action: LB to provide written responses to West Sussex County Council's comments on the socio-economics method statement.**

**LB**

LB confirmed this could be provided. At this stage of the assessment, it is difficult to provide a certain response. The economic impact assessment is based on estimated construction and investment costs which used benchmarks from the Crown Estate. The construction cost was agreed with RWE however, the actual cost may be different. Assumptions have been made about the level of investment that could be captured at Sussex level. Trying to break this down into separate geographies at this stage, would not be particularly helpful. However, once the DCO is submitted, RWE will have to submit a Supply Chain Plan which will provide further information on spending and the impacts at local level.

AH asked whether an updated method statement could be provided. NH replied that the method statement is more likely to be updated through the ES with feedback from Section 42. AH confirmed that WSCC would be happy with the written responses on WSCC comments to provided and an updated method statement at ES stage.

28 **Air quality**

MP indicated that the air quality team had received more road traffic data and plant data which has enabled an interim assessment. The conclusion is that there will be no significant air quality impacts.

29 **Changes to scope (slide 4)**

As mentioned in the transport presentation, the traffic most likely be on the SRN with very little traffic going through the Cowfold and Storrington Air Quality Management Areas (AQMA) during the construction phase. Traffic in these AQMAs is below the criterion recommended by the Institute of Air Quality Management and therefore has been scoped out. In the Worthing AQMA, the threshold is reached and therefore a detailed assessment of this road link has been undertaken for the construction phase.

Emissions from the construction plant generated by the construction works are scoped in as data is available.

Continued...

Dust will also be included in the assessment for the construction phase.

Construction works may go through a historic landfill therefore an odour assessment has been undertaken for this area.

No significant sources are expected during the operation and maintenance phase. Road traffic will generate a handful of movements per day at most for maintenance activities. The operation and maintenance phase is therefore scoped out.

The decommissioning phase is scoped in but will include a qualitative assessment as it is bounded by the construction activity.

30 **AQMAs figure (slide 5)**

MP shared a figure of the PEIR Assessment Boundary with the relevant AQMAs in purple.

31 **Initial PEIR findings (slide 6)**

Currently it is anticipated that there will be 102 HGVs traversing through the Worthing AQMA based on the worst week and assuming this for the full year as a worst-case and conservative estimate.

There are negligible impacts to all receptors except one. There is an Air Quality Diffusion Tube which measures around 60mg/m<sup>3</sup> of NO<sub>2</sub>. With a model adjustment, we identified that by 2024, the concentration will drop to approximately 40mg/m<sup>3</sup> of NO<sub>2</sub> due to reductions in emissions from cars. The effect would be Slight Adverse at this location but is Negligible in all other locations.

Dust will have no significant effects as embedded environmental measures will remove these dust sources.

32 **Initial PEIR findings (slide 7)**

The worst-case for the construction plant is that the plant operates 12 hour per day from 07:00 to 19:00 at 100% load. Construction plant considers landfall works, trenching, HDD sites and the onshore substation. Only one receptor experiences Slight Adverse effects for NO<sub>2</sub> due to HDD works near Crossbush. All other receptors experience negligible effects.

Looking at odour from the historic landfill, there are no residential receptors with 150m of this location. Using a risk-based methodology, the conclusion is that there will not be significant effects at this location.

33 **Next steps**

A conversation was held with Worthing Borough Council earlier on 16 March 2021 which provided useful feedback and will inform the air quality assessment. Further discussions with Worthing Borough Council to be held.

The cumulative effects assessment is to be refined with information from Worthing Borough Council.

The last step will be to finalise the air quality PEIR chapter.

NB queried the receptor measuring measure around 60mg/m<sup>3</sup> of NO<sub>2</sub> which would be reduced to 40mg/m<sup>3</sup> of NO<sub>2</sub> by 2024 as it sounds optimistic. MP replied that the road traffic is very close to the road where cars queue to get onto the Grove Lodge

Continued...

roundabout. The emissions factors for Euro6 cars (introduced in 2016/17) is much lower than older vehicles. By 2024, Euro6 cars will represent approximately half of the fleet. The more conservative tool - CURED - was previously used but it was withdrawn as the latest version of the emissions factors appears to have fixed the problems with earlier versions. The consensus in the community is that these emissions factors are now an accurate reflection of what is happening.

NB asked if the project will be undertaking a damage cost calculation for pollutants. MP will check the guidance on this. NB added it may be that there is no need for this if there are no residential receptors. MP replied that Rampion 2 does not fall within the usual criteria for specifying damage cost calculation for pollutants. Unless there is a request from LPAs, a damage cost calculation for pollutants will not be undertaken.

NB mentioned that he enquired about Electric Vehicles (EV) charging points at the onshore substation during the last ETG meeting. EW confirmed this has been raised but will be a question for contractors.

JN asked about dust impacts with the potential for activities lasting longer than originally anticipated. MP replied that with the suitable levels of mitigation which are standard practice, there should not be any significant dust impacts however JN's point is noted.

**Post-meeting comment:** AH and JN highlighted the need to consider, more generally, for worst case scenario for a construction programme, i.e. to cover off any potential long overrun. For example, potential for dust/scour issues were experienced over a much longer period than originally envisaged during Rampion 1, as some areas of the cable route remained stripped of topsoil for long periods (due to them being required to gain access along the route etc.).

34 **AOB**

There were no further questions.

The minutes will be circulated to attendees for comments. The next ETG meetings following submission of the PEIR will be set up as soon as possible.

EW thanked all attendees for attending and for providing valuable feedback.



<b>Rampion 2 Evidence Plan Process: Steering Group Meeting</b>		
<b>Date:</b> 16/03/2021		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (SC) – Chair	Independent	Meeting Chair
██████████ (RH)	The Planning Inspectorate (PINS)	Senior EIA Advisor
██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (FS)	MMO	Case Manager
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (MK)	Natural England	Principal Adviser for Offshore Wind
██████████ (AH)	West Sussex County Council (WSCC)	Rampion 2 Project Officer
██████████ (CP)	Historic England	Head of Marine Planning
██████████ (VC)	South Downs National Park Authority (SDNPA)	Major Planning Projects Officer
██████████ (EW)	RED	Consents Manager – Rampion 2
██████████ (AD)	RED	Environmental Specialist – Rampion 2
██████████ (AP)	Wood Plc	Onshore EIA Project Manager
██████████ (LO)	Wood Plc	Overall EIA Project Manager
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (KJ) – Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	Natural England	Case Manager
██████████	East Sussex County Council (ESCC)	Head of Planning & Environment
██████████	Historic England	Project Lead and Terrestrial Heritage
██████████	SDNPA	Major Planning Projects and Performance Manager
██████████	RED	Project Manager – Rampion 2
██████████	Wood Plc	Onshore EIA Assistant Project Manager
██████████	Wood Plc	Overall EIA Project Director

Agenda Item	Agenda Item
<b>1</b>	Welcome and previous meeting action points
<b>2</b>	Updates on the Proposed Development
<b>3</b>	Activities undertaken to date in relation to the Onshore aspects of the Proposed Development
<b>4</b>	Activities undertaken to date in relation to the Offshore aspects of the Proposed Development
<b>5</b>	Update on informal consultation
<b>6</b>	Discussion of Road Map for the remaining Steering Group and Expert Topic Group (ETG) Meetings.
<b>7</b>	AOB and meeting wrap up

## Minutes of Meeting

Agenda Item	Notes	Actions
1	<p><i>NH ran through the attendees of the meeting. CP highlighted he has taken over from Rebecca Lambert as lead for Historic England.</i></p> <p>Introduction by SC on the meeting including the minutes and actions of the last Steering Group Meeting (09/09/20). Summary of actions related to Terms of Reference (ToR). the only action was for MMO to provide contacts for Shoreham Commercial Fisheries. SC asked EW if this has been provided?</p> <p>EW – Yes, this has been provided.</p>	
2	<p>EW provided a project update. The Scoping Opinion was received in August 2020, which has led to the drafting of the Preliminary Environmental Information Report (PEIR). We have worked through a process whereby the PEIR Assessment Boundary has been reduced since scoping as part of the ongoing design evolution process. We have held the first round of ETGs stakeholder engagements and carried out a number of Project Liaison Group (PLG) meetings in Q3 2020 and more recently prior to the informal consultation. The informal consultation was held in January/February 2021, via a virtual village hall exhibition (more information provided in Agenda Item 5). We have also undertaken the second round of PLG and Parish Council and Local Planning Authority members briefings. Onshore surveys are ongoing to inform the PEIR and the Environmental Statement (ES). We completed offshore surveys in March 2021, so some of the data will not be included in the PEIR but will be incorporated in the ES. The PEIR boundary is currently in draft, indicative PEIR boundary changes will be communicated to ETGs prior to publication.</p> <p>In terms of the Proposed Development, we have undertaken a design evolution process, looking at the Scoping Boundary to define the onshore cable route, which was a broad route identified during the Scoping process between Climping and Bolney, and taking into account all the environmental designations' sensitivities. we have also looked at technical constraints, providing an in-depth review of the process to identify the least impact feasible routes. Also refined the area of search for the onshore substation, moving from a number of different options originally identified and refining that down to three areas of search around Bolney for the potential substation. Where there was optionality along the cable route, we have maintained that, particularly in constrained areas. We issued the broad cable corridor route to ETG members at the start of the informal consultation. Issues and concerns raised in those consultations and feedback has helped inform further cable route refinement and substation site location. We are working through the responses to look at reducing optionality and informing methodology. We are in ongoing discussions with landowners to agree on cable routing and other matters e.g., access points. Work with the engineering team continues to minimise possible disruptions across particularly sensitive designation locations. Offshore there have been boundary refinements to the east of the site and the north-western edge in response to early engagement with shipping and navigation interests, but also following conversations with statutory bodies.</p>	

Agenda Item	Notes	Actions
	<p><b>Slide 6</b> showed an overview of the proposed PEIR Assessment Boundary and the refined onshore cable route within the Scoping Boundary, leading to areas of search for the substation. There is a slight deviation outside of the Scoping Boundary following site visits undertaken in summer 2020, where we identified some serious technical and environmental constraints. We are confident that there are no additional impacts, as identified within the Scoping Report. The refining process is ongoing, and we will be communicating the outcome of informal consultation before the PEIR is published.</p> <p><b>Slide 7</b> shows the offshore boundary refinement. The black boundary was the original Scoping Boundary, and the red dotted line is the refined boundary, with reduction on the eastern and north-western boundaries. The changes to the eastern boundary were due to concerns about views from the Sussex Heritage Coast and proximity to the English Channel Traffic Separation Schemes (TSS) shipping lanes and on the western boundary the changes were due to concerns regarding the Owers Bank and proximity to it.</p> <p><u>Comments/questions:</u> EW asked for questions. <b>None raised.</b> END</p>	
3	<p>AP presented the onshore update. We have carried out early engagement with a range of stakeholders, both informally and through the ETGs. The Scoping Boundary identified early on in the Scoping Report has continued to be refined through the ongoing design process and stakeholder discussions. A range of onshore surveys have commenced in line with the restrictions around COVID-19 and ongoing landowner discussions. The first round of onshore ETGs were held in Q3 2020 with further interactions with stakeholders undertaken since then. Gone through the process of onshore site selection route refinement of the Scoping Boundary, which is still ongoing, taking into account the feedback we have had from a range of parties including the ETGs, landowners, the general public etc. to prepare a reduced PEIR Assessment Boundary, which we will take forward into the assessment. In regard to the surveys undertaken, we have been relatively successful by the end of 2020 to have carried out a range of surveys, largely from Public Rights of Way (PRoW) walkovers and focused on terrestrial ecology surveys, Landscape Visual Impact assessment (LVIA) surveys and transport surveys. Some historic environment surveys were also carried out at the end of 2020. Due to the ongoing landowner discussions and refinement of the cable routing and the PEIR Assessment Boundary, several onsite surveys will be carried out in 2021 to supplement the previous surveys carried out from PRoW.</p> <p>A range of onshore surveys are planned for 2021 as COVID-19 restrictions ease and more land access becomes available. AP listed the surveys planned for 2021 (see <b>Slide 11</b>). Several terrestrial surveys planned will be discussed in the relevant ETGs. Where appropriate the scope of these surveys is being discussed with the relevant stakeholders and will be discussed further in the ETGs where appropriate, with the aim to agree on the scope and extent of surveys where possible. Ongoing restrictions are a challenge for carrying out surveys, but we are interacting with all parties to agree on the scope and extent of these surveys and where possible to arrange land access. There are a range of engagement</p>	

Agenda Item	Notes	Actions
	<p>activities ongoing with stakeholders, formally and informally, in line with the PINS guidance e.g., regarding the flexibility of surveys and data availability, so engagement by the project team with stakeholders will continue to be required and agreed as we move forward.</p> <p><u>Comments/questions:</u></p> <p>AH – In terms of the optionality for the three substation sites or key cable route options, whether it is the multiple crossing options of the A27 etc, are you planning or have you based the initial PEIR Assessments on the full optionality of those routes? Will they be presented in the PEIR or is that still to be decided based on any outcomes from the informal consultation?</p> <p>AP – The PEIR Assessment Boundary is still being refined and a level of assessment has been undertaken to account for optionality. Where optionality is assessed in the PEIR it will be clearly outlined and an overview provided where applicable.</p> <p>AH – PEIR could be quite large in terms of the impact assessment if there are multiple substations to be assessed?</p> <p>EP – Natural England share the concern raised by WSCC. If the boundary has not been refined by this stage and there is still significant optionality included this could make the PEIR a disproportionately large and time-consuming document for all parties to review.</p> <p>AP – It will be clear on how the assessment has taken the options into account, as it will vary from aspect to aspect.</p> <p>AH – Secondly, on communicating to the ETGs the changes ahead of publication of the PEIR Assessment Boundary. How will those changes be communicated and discussed with ETGs prior to PEIR? Will they be emailed out to stakeholders with some narrative?</p> <p>EW – Point for discussion as to how the changes would be best communicated in terms of the project team’s timeline and understanding the stakeholders’ timescales and how this information would be best received. For the informal consultation, we issued the map and the shapefile, so would that be acceptable? We would welcome feedback on how this would be best suited for stakeholders.</p> <p>AH – How much change might there be from the options presented? If it is just a slight refinement of the cable route, then probably just the shapefile and a bit of narrative will suffice.</p> <p>EP – Natural England would also welcome this information.</p> <p>EW – Unlikely to be additional optionality at this stage, there may be slight refinement. It is more likely to be reduced optionality, rather than an increase.</p> <p>AH – If you choose one route over another, it will be key for us as stakeholders to understand prior to that assessment why that has been chosen. For us as stakeholders to be clear on that before we open up PEIR and look at the assessment work would be very much appreciated. WSCC would also expect this to be fully documented in the site selection and the assessment of alternatives section of the PEIR.</p>	

Agenda Item	Notes	Actions
	<p>EW – <b>We will take that on as an action.</b></p> <p>END</p> <p>VC – Are you able to provide any update on the work that has been carried out to fulfil the major development test, particularly in regard to the onshore cabling route, that passes through the SDNP?</p> <p>EW – Yes, that work is ongoing, as we are refining the optionality. We will be looking at providing some information on the major development test alongside the PEIR, which ensures that is covered as well.</p> <p>VC – That will be released at the same time as the PEIR?</p> <p>EW – Yes, it is a work in progress in parallel with the PEIR production.</p> <p>END</p> <p>SC – Any comments from Historic England? Given AP’s comments on terrestrial ecology?</p> <p>CP – With three areas of search for the onshore substation location will the project be making a final selection proposal within the PEIR assessment for one of those, or will all three be subject to evaluation for the PEIR, with a final section being used in the ES? When you say substation, is that different to the use, or requirement of any converter station prior to National Grid connection?</p> <p>EW – We use the terminology substation as no additional converter station is required. We are still working through the informal consultation responses, but it is unlikely that we will be presenting just one substation location at PEIR, but it is possible we will refine those substation locations and may be able to remove one of the options. There will almost certainly be optionality presented at PEIR for the substation area of search. Any change will be communicated prior to the PEIR being produced.</p> <p>SC-The term converter station typically gets used with high voltage direct currents (HVDC) transmission systems and converter stations are typically much larger than high voltage alternate current (HVAC) substations. The term converter station has been used in context for another offshore wind project whose HVDC cables may cross North Norfolk.</p> <p>END</p> <p>MK – From what you described the PEIR is based on some information, but not a comprehensive set of information. Therefore, Natural England’s response will only be preliminary in nature, as we are not going to see that full set of information. What are you hoping to get out of the PEIR consultation? What are your objectives?</p> <p>AP – A significant amount of information has been gathered both via desk study and preliminary surveys, to get baseline information. We have identified a range of route options and optionality, so looking to provide that preliminary environmental assessment on that basis. Get as much feedback as possible on that assessment and start to pull forward what will essentially be refined down further towards the ES stage and be supplemented with the information collected in the full term.</p>	<p>EW</p>

Agenda Item	Notes	Actions
	<p>TG – For the purposes of the Evidence Plan Process (EPP) and notwithstanding that some areas have not been subject to some of the detailed surveys that we ideally want, I think we will try to agree that for the purposes of the EIA the baseline has been sufficiently characterised in order to enable an assessment to be undertaken. Whilst there may be some holes in terms of specific species records etc. if we need to address that and it is not apparent from baseline data, that we have collated through desk studies etc., then we will adopt a precautionary approach to the assessment of that species as a sensitive receptor and we run assessments based on the potential for an impact and therefore an effect to arise. For the EPP ETGs, we will try to agree that the baseline characterisation etc., has been sufficient and appropriate for the purposes of EIA.</p> <p>MK – So that will be happening slightly parallel with the PEIR process i.e., what you will be bringing forward, for example, those summer 2021 surveys into the relevant ETG even if they are not in the PEIR.</p> <p>TG – The intention is certainly to have this fully discussed, presented, and hopefully agreed upon before the DCO application is made and make best efforts to accomplish as much as we possibly can prior to PEIR. Where there are gaps, we can agree these gaps and the surveys in 2021 will provide the additional information to fully inform the assessment for the application.</p> <p>MK – Between PEIR and submission, do you have the time to make further changes to the array area or to the cable route, should the feedback point in that direction?</p> <p>TG – That is certainly what we hope. Some of it is determined by what the feedback is following Section 42. We are confident we have sufficient information or surveys planned to inform everything. If there is more information that identifies additional constraints, that will be feed into the ongoing live project design process so we can refine as much as possible, ahead of an application being made. Hopefully, there is enough time between the end of Section 42 and the application date.</p> <p>MK - Helps us pitch our advice, so that is useful.</p> <p>EP – Natural England have concerns that the timescale between Section 42 and the application date is tight. Require it to be made clear in the PEIR what is missing and when it will become available.</p> <p>END</p> <p>AH – Can we just be clear in each topic where there are gaps and how and what will be fitted into the assessment going into DCO. Just so we as stakeholders are clear on what is missing, but what will be done.</p> <p>AP – That will be done and there is a section in each aspect that will identify work that needs to be carried out between PEIR and ES.</p> <p>AH –This will very much help us to provide written feedback for Section 42 response.</p> <p>END</p>	

Agenda Item	Notes	Actions
4	<p>NH presented the offshore update. A lot of early engagement was undertaken with a range of stakeholders including Shipping and Navigation interests and Port Authorities and this has continued after the first round of ETGs. In addition, the hazard workshops have commenced recently. We have also undertaken a round of additional engagements outside of the ETGs with organisations such as Natural England and MMO, and consulting on methodologies for the survey works and assessment to be taken forward to PEIR. The Scoping Boundary has been identified and further refined as shown in <b>Slide 7</b>, whereby we have taken the Scoping responses, and early engagement ETG feedback and made some refinements, primarily to the eastern extent and a small portion of the western extent. We have now completed the offshore surveys, including full geophysical surveys and also benthic drop-down video (DDV) and grab sampling surveys. However, as EW pointed out, these surveys were finished at the end of February 2021, so the analysed data will not be incorporated into PEIR, but it will be incorporated into the ES. We have undertaken some additional habitat modelling to allow us to present some form of data at PEIR in lieu of that full survey data and discussed this approach with Natural England in particular. The second round of ETGs, are to be held on Thursday (18/03/21), focussing on Seascape Landscape Visual Impact Assessment (SLVIA) and Marine Archaeology, and a further two rounds of ETGs are planned along with onshore topics before the DCO Application. Consultation on the emerging issues from the first round of ETGs and through informal consultation has been carried out, mainly with Natural England, MMO and Cefas, but also with the commercial fisheries interested parties. As with Shipping and Navigation, this started early, and we have two different arms of consultation for Commercial Fisheries, one more focused on the EIA aspects and secondly the discussions on the commercial interests of fishermen which are being carried out by RWE. The project is still working on the refining the proposed PEIR Assessment Boundary, but an indicative figure is presented in <b>Slide 7</b>. We are still going through the feedback from the informal consultation carried out earlier in the year, mainly from the general public but also the ETG members too and will be taken into full consideration in the PEIR assessment and outlined in the results of that in the chapters. PEIR chapters for offshore are still being drafted using this indicative PEIR Assessment Boundary. It will be this feedback and any issues around the Method Statement feedback and our proposed methodology for the PEIR assessment that we will be wanting to discuss and agree in this round of ETGs, to try and close out concerns or gaps from the first round of meetings. NH confirmed that two years' worth of ornithology and marine mammal aerial survey data had been collected and these surveys finished in February 2021. The Benthic Intertidal Ecology survey, which was carried out in summer 2020, was not completed in time to present at the ETG meeting last time, so we will be able to provide more detail on that in this round (ETG on the 24/03/21). Geophysical surveys which were not available previously will now be included in the PEIR. In addition to the Shipping and Navigation surveys we have spoken to stakeholders and carried out the initial hazard workshop, all of that data will be going into the PEIR assessment. The most recent survey has been the subtidal DDV and grab sampling effort to inform the benthic subtidal ecology PEIR assessment. SLVIA surveys have been carried out with full viewpoint photography, and the Method Statement had been sent out to stakeholders</p>	



Agenda Item	Notes	Actions
	<p>ahead of the surveys to try and agree the proposed approach. We are aware there are some feedback points that need to be discussed and we will be picking those up with individual aspect ETGs over the next coming weeks.</p> <p><u>Comments/questions:</u></p> <p>CP – Queried whether the processed data from the geophysical offshore survey work completed in July/August 2020, will be available for the PEIR?</p> <p>NH – Apologies, that will be included in the PEIR assessment and incorporated into a number of aspects e.g., Maritime Archaeology, Physical Processes, Benthic Ecology, so we do have that data available to include at PEIR.</p> <p>CP – So the Geophysical work completed in July/August 2020 will be incorporated along with desk-based assessment work from an archaeological perspective within the PEIR exercise?</p> <p>NH – Yes, that is correct.</p> <p>CP – In reference to that work, although you are being very clear about explaining the reconfiguration of the proposed offshore PEIR boundary, is there any variation in the engineering design e.g., for the foundation options?</p> <p>EW – Within the Proposed Development, we have proposed monopile and jacket foundations as options and we will not be refining that any further.</p> <p>TG – From the perspective of the geophysical data that was collected I do not think any foundation options presented previously have been removed, because they are not practical. Currently the foundation options available are as previously proposed.</p> <p>CP –A full suite of every configuration of foundation design presently available will be included in the PEIR?</p> <p>TG – That should be correct. Aspects of the area of the site, which dictate a smaller range of the options we have are applicable to those specific locations. In general, and for the project as a whole all options still viable.</p> <p>CP – Just so I can understand the engagement to date with this project, with the most recent ETG, which included Marine Archaeology (15/09/20), has there been direct involvement with my colleagues about the data that was gathered last Summer. Have they had access to that data and seen the preliminary technical reports?</p> <p>NH – Not yet, no.</p> <p>CP – So the first time we will see that process data in conjunction with the desk-based information will be in the PEIR?</p> <p>TG – Yes, as part of the formal Section 42 consultation.</p> <p>END</p> <p>RK –PINS were sent a letter from Natural England in December 2020 in regard to the Rampion 1 Offshore Wind Farm (OWF) exclusion zone in the DCO and design principles. I understand it was copied to RWE. Can anyone from Natural England talk through the points that were made in the letter and the extent to which they have been discussed?</p>	



Agenda Item	Notes	Actions
	<p>EW – Not familiar with that letter, it may be that I have missed it. NH, do we have any view on that?</p> <p>NH – It was not sent through to GoBe, to my knowledge.</p> <p>EP – It is an issue you are aware of around the exclusion zone, which Andrew Baker brought up in the Natural England Progress call (25/02/21). It was the discussion that Andrew Baker was having around the exclusion zone for SLVIA. Detailed comments on this were also include in our scoping response in August 2020.</p> <p>EW – We are aware of the concerns regarding the exclusion zone for the original Rampion 1 OWF project, but I do not think we have formally received that specific letter. As EP said it is something, we are considering in the SLVIA assessment.</p> <p>HM – We also raised it in our Scoping response to you.</p> <p>EW – Yes.</p> <p>RK – The final few points of that letter state that Natural England are still engaging with The Crown Estate (TCE) and the developer on these points. Is there anything of relevance from TCE at this stage in terms of leasing? We have had projects in the past where TCE leasing issues are perhaps not 100% resolved at the point of submission. It leads to questions and queries to TCE in Examination.</p> <p>EW – We have Agreements for Lease (Afl) signed for both the Extension area and the remaining Zone 6 area.</p> <p>HM – I think we have engaged with TCE but as yet have not received any feedback. I will ask our specialists and as soon as we have anything, <b>I will get back to you.</b></p> <p>RK – If the issue is already in hand, I thought I had forwarded that letter to RWE/Rampion team, should I send it on?</p> <p>EW – Yes, please.</p> <p><b>RK – It was addressed to us (PINS to pass on).</b></p> <p>MK – Is that something PEIR will be seeking to specifically address?</p> <p>EW – We will need to take that away and review it. As part of SLVIA, we are looking at the impact and we will take that into consideration. It is a topic we are fully aware of in terms of the structure exclusion zones.</p> <p>TG – Notwithstanding clarification on the legal standing for development within that area, the point for the Rampion 2 assessment and the PEIR is that all of the areas that are currently within the Afl area could be developed in terms of the Rampion 2 array, and their potential impacts have to be assessed in the PEIR e.g., for SLVIA, the relevant Viewpoints arising from the development of the Rampion 2 scheme. I assume that currently this includes the potential development within the Scoping Boundary area subject to any further clarification on that area forthcoming between now and PEIR.</p> <p>MK – Understand where we are coming from on this one, in that this was an agreement forged in Examination. Difficult for us to see what will have changed</p>	<p><b>HM</b></p> <p><b>RK (22/03/21)</b></p>

Agenda Item	Notes	Actions
	<p>since then to make the development of that exclusion zone area acceptable. Do not want a repeat performance of the various arguments raised previously, if that is avoidable. In the context of a wider footprint, not an expert in the landscape, but struggling to see how that would work.</p> <p>EP – Natural England would welcome transparency around the issue of the exclusion zone and would like to be updated on progress around this issue.</p> <p>VC – Support MK’s points, SDNPA have similar concerns. Something that was previously found to be unacceptable last time now being considered with potentially even larger construction / turbines. Difficult to see how the outcome is going to be any different.</p> <p>TG – Potential hot topic in ETG for SLVIA, assume a fair bit of discussion on this point. I do recognise the points that MK and VC are making there.</p> <p>END</p> <p>EP – With regard to the Offshore Export Cable Corridor route, is there going to be any indication of where the cable might go as part of the PEIR or are we still going to be looking at that wide Scoping Boundary?</p> <p>NH – For PEIR it will be the cable corridor area, not a specific cable route.</p> <p>EP – Noted this is still quite a broad boundary to be taking to PEIR stage.</p> <p>END</p> <p>RR – Can you clarify, is it the subtidal DDV and grab sample that will not be included in the PEIR? Or is it the other data of those surveys that will not be included?</p> <p>NH – It is just a proportion of the DDV and grab sampling. We were able to include some of the sampling into the indicative habitat modelling but not all of it. Some data fed into modelling, which will be presented at PEIR. The full suite of survey data and therefore the analysis of <i>in situ</i> data will be in the ES.</p> <p>TG – In addition to that although two years of ornithology survey has been completed, the entirety of the data set will not be available in PEIR. We need to draft and analyse the more recent data, so not sure if it is 12 or 15 months that will be in the PEIR?</p> <p>NH – It is 15 months, so data up to June 2020.</p> <p>EP – Natural England have concerns about such a limited data set being included in the PEIR and our comments will reflect the incomplete nature of the data.</p> <p>RR – In relation to the foundation types, is there any discussion of gravity bases, being used? They are becoming more popular as an option for engineering.</p> <p>EW – They will not, we have ruled them out.</p> <p>END</p> <p>CP – In reference to geophysical survey work that has been completed and that my colleagues that participate in the ETG will not have seen, when you say a full suite of geophysical surveys have been carried out, does this incorporate SBP and magnetometer?</p>	

Agenda Item	Notes	Actions
	<p>NH – It includes a magnetometer; I will have to check the specifics.</p> <p>TG – There will be Boomer and Pinger seismic data presented as well. Subsurface geology has also been incorporated too.</p> <p>CP – Has there or will there be any specific geotechnical data acquisition?</p> <p>TG – No physical investigations or anything like that</p> <p>EW – Not at this stage.</p> <p>CP – At a future stage prior to application?</p> <p>EW – Unlikely to be prior to application.</p> <p>TG – Pre-construction, I think.</p> <p>EW – Preconstruction, in a similar fashion as we have done previously.</p> <p>CP – In reference to the ETG regarding Seascape and Landscape elements, has that information-gathering exercise incorporated historic seascape characterisation data?</p> <p>TG – I believe historic seascape is also included.</p> <p>END</p> <p>SC – With the Shipping and Navigation Vessel Traffic Surveys last summer and winter is there any comment from MCA, on how representative last year was, given the drop in recreational use because of COVID-19.</p> <p>NH – We had an early engagement with MCA and the Port Authority on this point. The view did vary with stakeholder, some saw a decrease in traffic, others no change at all. On the whole, it was accepted that as long it was taken into consideration for the assessment, it was still an acceptable data-gathering exercise. Same for winter as well, slight delay due to COVID-19. For winter, seasonality considered acceptable. This was picked up again in the hazard workshop and discussed at length with MCA who are currently happy with the data collected.</p> <p>END</p> <p>HM – As part of the EPP, will you be providing a summary of lessons learned document, looking at technical problems you might have had on Rampion 1 e.g., cable installation?</p> <p>EW – Not something we have considered at this stage, but we can take it away. In terms of we have considered our lessons learned, but we were not anticipating presenting it at the ETG.</p> <p>TG – Lessons learned from Rampion 1 OWF, in terms of technical feasibility etc. has fed into the design and options explored for Rampion 2, but there will not be a specific section in any of the documents setting those out specifically. They will be related to the design of the project has brought forward at this stage.</p> <p>HM – Wait and see what is presented, we might have further questions as to how the feasibility work has been improved. Useful to know.</p> <p>TG – Is there anything specific?</p>	

Agenda Item	Notes	Actions
	<p>HM – We had concerns over the export cable methodology used last time. There were a number of difficulties with it. I have not seen the recent benthic habitat data, so I do not know how much it differs from the original Rampion 1 cable route. There is a necessity to have really good geotechnical and geophysical data to help inform methodology and cable installation techniques.</p> <p>END</p>	
5	<p><i>EW had technical issues with audio prior to Agenda Item 5.</i></p> <p>EW presented the initial outcomes from the informal consultation, undertaken over the last couple of months. Usually, we would be out meeting people face-to-face, but due to COVID-19, we undertook a virtual village hall, which has worked well. Set up a virtual village hall on the RWE website, with over 6000 visitors to the exhibition, and over 250 feedback forms from the local community and interest groups. The majority of the feedback was from residents in the coastal locations and those closest to the onshore substation locations. Some very good feedback with specific concerns on the environmental impacts of the onshore construction works. In particular, there were responses relating to the impacts of the project and whether there is an opportunity to enhance habitat (e.g., tree planting). Lots of concern around Climping beach and flood protection there. Other comments queried whether there are opportunities for biodiversity improvements and an interest in the kelp restoration campaign, which is the Sussex Wildlife Trust working with Sussex Inshore Fisheries &amp; Conservation Authority (IFCA). Also had queries into the requirements of the assessment that led to the need for the cable route. This will be taken into account in the alternatives section part of the PEIR, which will present all the cable route options considered. There was also a lot of feedback around each of the substation locations. EW thanked those organisations and statutory bodies that responded. In some instances, subsequent meetings have been set up separately to discuss feedback, in particular, a discussion was held with a county archaeologist around some archaeological issues raised. The informal consultation attracted a lot of interest, and it is something we are looking at taking forward to the formal, Section 47 consultation. Hopefully, with COVID-19 restrictions being lifted we may be able to get out and meet people in the summer. In the meantime, we will use the virtual platforms as the wide reach was very useful.</p> <p><u>Comments/questions:</u></p> <p>VC – Do you think you have managed to reach people who would not normally be able to get to or who would never normally engage in this process?</p> <p>EW – The informal consultation was not as widely advertised as the formal consultation will be. Advertised in the local area in and around the cable route and substation locations and in certain locations around the coastline. We fed that through the PLGs and tried to raise awareness that way. We also had a social media advertising campaign, which was very helpful. We are still reviewing the analysis of the demographic, but a wide range of ages responded. With physical village halls you tend to get an older population engaging and I think the accessibility of 24/7 allowed access at different times of day / night. We probably reached groups we would not ordinarily perhaps have reach. We are planning the advertising and publicity for the formal consultation.</p>	

Agenda Item	Notes	Actions
	<p>Anticipating how we can manage the consultation responses if you are looking at a much wider field of reach. We reached a wider variety of stakeholder than a physical event could.</p> <p>END</p> <p>SC – Will you be producing any form of a report on this, or are you just using findings in terms of taking things forward?</p> <p>EW – We are producing an early draft report on the informal consultation, and we will have that in support of the formal consultation process.</p> <p>END</p> <p>RK – The Infrastructure Planning Publication and Notification of Applications Amendment Regulations were made at the end of last year, during the COVID-19 pandemic, various temporary changes made to facilitate matters and allowing for consultations. Those changes have been made more permanent now and slightly amends various arrangements around such matters as putting hard copies in certain places, public libraries/council offices etc. PINS are being questioned a lot about how effective digital/online consultation is. Arguably more effective, more engagement than you had in the previous world but, it is different, and we are getting those challenges and questions from applicants as to what is good practice and how to go about it. We cannot advise you on how to do that but to reflect on the world we are in.</p> <p>EW – We are keeping an eye on developments, and we are producing a draft for consultation with the Statement of Community Consultation with Local Authorities. We have had informal discussions with a wide range of Local Planning Authorities on our approach to community consultation. We are trying to maintain as much flexibility as possible. Ideally, we would like to get out and meet people and discuss the project and its opportunities. We are looking at how we can put materials on deposits for the general public to view if we are able to do so but acknowledge that these are different times. The key is to make sure our consultation reaches as many people as possible, and we can get some good feedback that we can use.</p> <p>END</p>	
6	<p>EW presented the roadmap for 2021. Publishing PEIR by end of Q2 2021, end of May, with the statutory consultation following on from that, so that is the Section 42 consultation, alongside the Section 47 consultation in summer 2021. Currently looking at a 6-week period for that consultation. Then we will look at incorporating responses. Submission of DCO Application towards the end of 2021.</p> <p>In terms of further ETG meetings, the next round is being held over the next couple of weeks. Post Section 42 will be looking at setting up a further session around September 2021. Pre-application, in early December we will set up the final ETG meetings.</p> <p><u>Comments/questions:</u></p> <p>AH – How will those further ETG meetings fit into the likely dates for presenting the final substation location? Will that be available for presentation during that post Section 42 meeting or will be in the pre-application phase?</p>	

Agenda Item	Notes	Actions
	<p>EW – It depends on the feedback we receive. Without pre-empting any responses, if there is a clear case and an overriding case for the selection of a single preferred location for the substation, we will endeavour to communicate as soon as possible. Without wanting to pre-empt any consultation responses, I do not know.</p> <p>AH – Other stakeholders would welcome a final presentation on that substation location, whether that is in between the ETGs or we holistically as a group comment on it.</p> <p>EW – Sensible approach, and to make sure we are able to share that outcome if it does fall in between those ETG meetings. We might look at setting up an Extra-Ordinary meeting to cover that.</p> <p>AH – We would welcome that. Especially if that ties in with perhaps presenting some of the other cable route optioneering decisions. If there could be a catch-all to talk all technical officers and other stakeholders through the decision-making process it would be welcomed.</p> <p><b>EW – I will put that as an action.</b></p> <p>END</p> <p>RR – Do you have a specific date you are working to for PEIR, so we can manage resources and alert Cefas? In relation to the DCO (which is not required for the PEIR), how far along is the project in getting the first draft of that so that it can be shared as soon as possible? The post Section 42 ETGs are set for September, so ideally those dates should be in diaries once the PEIR is published, to help plan resources as staff will be on leave over the summer, especially if the restrictions are eased.</p> <p>EW – The program date for PEIR is the end of May 2021 and the project team is working towards that date subject to no significant changes. If there are any, we will communicate any significant changes to the Steering Group and the ETG members. In terms of the DCO application, we are currently looking at drafting up some of the statutory notices and letters to support the S42 consultation. <b>In terms of dates, I will take that as an action, and get dates for ETG sooner rather than later.</b></p> <p>END</p> <p>MK – Will you have enough time following the Section 42 consultation to make any changes that are needed prior to submitting the DCO application only a couple of months later? It looks like a tight turnaround. What would the purpose of the pre-application ETG be given that your ES will be well closed down by then?</p> <p>EW – In terms of the timescale between the Section 42 consultation and the DCO submission towards the end of the year, it is tight, but that is the target for the project. If anything comes out of the consultation that requires additional consideration that submission date would need to be revisited but, at the moment we feel confident, we have sufficient time. It is an ongoing process; we are in discussion with consultees throughout the process. In terms of ETG, NH can you pick that point up?</p>	<p>EW</p> <p>EW</p>

Agenda Item	Notes	Actions
	<p>NH – Yes, it links to the time we have between Section 42 and application as well as to why we wanted to add in that pre-application ETG. We are aware of the themes that are coming through the ETGs and the engagements we are involved in. We can proactively start to look at what we have done to date for PEIR and anticipate how to engage following PEIR. The post Section 42 meeting is the point at which we can communicate directly with the Steering Group / ETGs on the timeline and actions going forward and the solutions / possible refinements to any issues that may have come up through the consultation. As suggested by AH, if a further follow-up meeting is required shortly after the Section 42 meeting, then it will have to be accommodated. By the pre-application ETG, we should have the finalised ES, the confirmed plans for the order limits and the initial draft Statement of Common Grounds (SoCG). Additionally, summaries of the consultations undertaken will have been prepared and the state of play with any further issues where agreements with third parties are required and which may be the basis for Examination. The intention is to keep these matters as a rolling iterative process and to keep engaging with all interested and affected parties.</p> <p>END</p> <p>RK – PINS currently have the A27 Arundle bypass scheme in for Scoping, as of last week/ two weeks ago. On a different point the SoCG, approach sounds helpful. Every Rule 6 letter sets out the Examining Authority's expectations for an early draft of SoCG, so I think that it sounds positive that they are being considered by the project team already.</p> <p>END</p>	
7	<p>SC raised a question for RK or RR. With the flurry of DCO decisions, project applications with PINS, and projects with examinations yet to finish, are there any observations or general learning points on how these other project DCOs are being handled or lessons from Rampion 2 to take forward?</p> <p>RR – From an MMO point of view, to get as much agreed as possible before the application goes in. The examination is stressful, and they now seem to be a lot larger and involved than what has been done previously.</p> <p>TG – In terms of the virtual issue-specific hearings, from peoples experience how have they been running? If there anything notable or worth mentioning here?</p> <p>RR – I have been in lots of virtual hearings recently and there has been feedback to PINS on how many hearings there have been recently because of the large numbers of projects in examination. It is difficult sometimes to try and fit in a meeting with applicants and other stakeholders prior to the hearings. The MMO might prefer a written process, sometimes the MMO is unable to attend in person due to resourcing or travelling issues and we would prefer to comment on the documents and work outside of those hearings. RR would personally prefer a mix of virtual and in person attendance at hearings.</p> <p>RK – There are various official lines of communication, and how we are trying to react to an ever-changing situation. PINS are conscious at the moment that we are in this space whereby there is a route back to normality going forward for physical hearings, but at the moment proceedings are held in a virtual space. There is a lot of work going on in the background about what happens next, not</p>	







**Rampion 2**  
**Evidence Plan Process: Seascape, Landscape, Archaeology and Cultural Heritage and Marine**  
**Archaeology Expert Topic Group Meeting**

**Date:** 18/03/2021

**Location:** Videoconference via Microsoft Teams

**Attendees**

██████████ (RRe)	Marine Management Organisation (MMO)	Case Officer
██████████ (FS)	MMO	Case Manager
██████████ (LJ)	MMO	Marine Planner
██████████ (RT)	MMO	Marine Planner
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (NB)	Natural England	Lead Advisor – Kent and Sussex
██████████ (ABa)	Natural England	SLVIA Specialist
██████████ (AG)	Natural England	Technical Landscape Advisor
██████████ (RP)	Natural England	Lead Adviser
██████████ (VP)	East Sussex County Council (ESCC)	County Landscape Architect
██████████ (AH)	West Sussex County Council (WSCC)	Rampion 2 Project Officer
██████████ (JMi)	WSCC	County Archaeologist
██████████ (RSa)	WSCC	Historic Environment Records Officer
██████████ (JN)	WSCC	Principle Planner
██████████ (CP)	Historic England	Head of Marine Planning
██████████ (PN)	Historic England	Marine Planning Archaeological Officer
██████████ (JC)	Historic England	Science Advisor (South East)
██████████ (CF)	South Downs National Park Authority (SDNPA)	Landscape & Biodiversity Strategy Lead
██████████ (VC)	SDNPA	Principal Planning Officer
██████████ (AR)	SDNPA	Cultural Heritage Lead
██████████ (ABu)	National Trust	Planning Advisor
██████████ (AS)	National Trust	Planning Advisor
██████████ (MW)	Arun District Council	Principle Conservation Officer
██████████ (JMo)	Brighton and Hove City Council	Planning Applications Manager
██████████ (JK)	Chichester District Council	Archaeology Advisor
██████████ (RA)	Chichester Harbour (AONB)	AONB Manager
██████████ (CT)	High Weald AONB Partnership	Planning Advisor
██████████ (MP)	Horsham District Council	Senior Planning Officer
██████████ (SMal)	Mid-Sussex District Council	Senior Planning Officer
██████████ (SMar)	OpEn	SLVIA Specialist
██████████ (HA)	Maritime Archaeology	Marine Archaeology Specialist
██████████ (CH)	Maritime Archaeology	Marine Archaeology Specialist
██████████ (EW)	RED	Consents Manager – Rampion 2
██████████ (AD)	RED	Environmental Specialist – Rampion 2
██████████ (AP)	Wood Plc	Onshore EIA Project Manager
██████████ (ABr)	Wood Plc	Historic Environmental Consultant
██████████ (SA)	Wood Plc	Onshore Historic Environment Lead – Rampion 2
██████████ (RRy)	Wood Plc	Onshore LVIA Lead – Rampion 2
██████████ (RSi)	Wood Plc	Landscape Director
██████████ (NH) – Chair	GoBe Consultants Ltd	Offshore EIA Project Manager

██████████ (KJ) – Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
████████████████████	Natural England	Principal Adviser for Offshore Wind
██████████	ESCC	Head of Planning & Environment
████████████████████	Historic England	Project Lead and Terrestrial Heritage
████████████████████	SDNPA	Landscape and Biodiversity Leader (Water)
██████████	Adur and Worthing District Council	Head of Environmental Services
████████████████████	Arun District Council	Head of Planning
██████████	Chichester District Council	Divisional Manager - Development Management
████████████████████	Chichester Harbour (AONB)	Director and Harbour Master
██████████	Hampshire County Council	Strategic Manager – Environment
████████████████████	Isle of Wight AONB Partnership	Lead Officer
██████████	Isle of Wight Council	Principle Planning Officer
██████████	Lewes District and Eastbourne Borough Council	Head of Regeneration
████████████████████	Wealden District Council	Head of Planning & Environmental Services
████████████████████	RED	Project Manager – Rampion 2
████████████████████	RED	Consents and Stakeholder Manager
██	Wood Plc	Onshore EIA Assistant Project Manager
██████████	Wood Plc	Overall EIA Project Manager

Agenda Item	Agenda Item
<b>1</b>	Welcome and previous meeting action points
<b>2</b>	Updates on the Proposed Development and activities undertaken to date
<b>3</b>	Seascape, Landscape, Visual impact Assessment (SLVIA) <ul style="list-style-type: none"> <li>• Update on Viewpoint photomontages</li> <li>• Discussion on any comments received / or raised during meeting on the Method Statement</li> </ul>
<b>4</b>	Landscape Visual Impact Assessment (LVIA) <ul style="list-style-type: none"> <li>• Update on progress (site visits, photography and PEIR)</li> <li>• Discussion on issues arising: <ul style="list-style-type: none"> <li>o Substations;</li> <li>o Landfall; and</li> <li>o Cable Corridor.</li> </ul> </li> </ul>
<b>5</b>	Onshore Archaeology and Cultural Heritage <ul style="list-style-type: none"> <li>• Progress from Scoping</li> <li>• Summary of current onshore historic environment baseline</li> <li>• Planned survey updates</li> </ul>
<b>6</b>	Marine Archaeology <ul style="list-style-type: none"> <li>• Progress from Scoping</li> <li>• High-level summary of baseline data collection since scoping and previous ETG</li> </ul>
<b>7</b>	AOB and meeting wrap up

## Minutes of Meeting

Agenda Item	Notes	Actions
1	<p>NH ran through introductions and ETG presentations outlined for the meeting and general housekeeping. Also made participants aware that the ETG meeting was being recorded. <b>No objections noted.</b></p>	
2	<p>EW provided a project update. The Scoping Opinion was received in August 2020, which has led to the Preliminary Environmental Information Report (PEIR). We have worked through a process whereby the PEIR Assessment Boundary has been reduced since scoping as part of the ongoing process. We have held the first round of ETGs stakeholder engagement and carried out several Project Liaison Group (PLG) meetings in Q3 2020 and more recently prior to the informal consultation. Carried out informal consultation in January/February 2021, via a virtual village hall exhibition. We have also undertaken a second round of PLG, Parish Council and Local Planning Authority members briefing. The onshore surveys are ongoing to inform PEIR and the Environmental Statement (ES). We have completed offshore surveys in March 2021, so some of the data will not be included in PEIR but will be incorporated at ES. The PEIR boundary is currently in draft, and the indicative PEIR boundary changes will be communicated to ETGs prior to publication.</p> <p>In terms of the Proposed Development, we have undertaken a design evolution process, over the last few months, looking at the Scoping Boundary to define both the onshore cable route, which was a broad route identified during the Scoping process. We have also looked at technical constraints, providing an in-depth review of the process to identify the least impact feasible routes. We have refined the area of search for the substation, moving from a number of different options originally identified and refining down to three areas of search and have maintained possible optionality along the cable route. We issued a broad cable corridor route to ETG members at the start of informal consultation. The issues and concerns raised in those consultations and feedback has helped to inform further cable route refinement and substation site location. We are working through responses to look at reducing optionality and informing methodology. We are in ongoing discussion with landowners to agree on routing e.g., access points and working with the engineering team to minimise disruptions across, particularly sensitive designation locations. For offshore there have been refinements to the east of the site and the north-western edge in response to early engagement with shipping and navigation interests but also following conversations with statutory bodies.</p> <p>EW presented <b>Slide 6</b> which showed an overview of the proposed PEIR Boundary and the refined onshore cable route within the Scoping Boundary, leading to areas of search for the substation at Bolney. There is a slight deviation outside of the Scoping Boundary following a site visit which was undertaken in summer 2020, where we identified some serious technical and environmental constraints and have refined by 50m.</p> <p>EW presented <b>Slide 7</b> which confirms the offshore boundary refinement. The black boundary was the original Scoping Boundary, and the red dotted line is the proposed indicative boundary, which will be provided at PEIR. EW noted that concerns regarding views from Beachy Head and Heritage Coast, and proximity to shipping lanes were raised.</p>	

Agenda Item	Notes	Actions
	<p>EW presented the informal consultation. This has been undertaken over the last couple of months. Due to COVID-19, we have had to undertake a virtual village hall, which has worked well. We set up a virtual village hall on the RWE website, with over 6000 visitors to the exhibition. This was an awareness-raising exercise and not broadly advertised – social media, newspapers. We received over 250 feedback forms from the local community and interest groups. The majority were from coastal locations and closest to onshore substation search areas. The main issues of concern were on the environmental impacts of onshore construction and taking an opportunity to enhance/mitigate any environmental impacts, e.g., kelp restoration proposal off the Sussex Coast. We also received queries on the new cable route, given the Rampion 1 Offshore Wind Farm (OWF) cable route, and looking for an understanding as to why that was required. We are producing preliminary feedback from that informal consultation in support of the formal consultation.</p> <p>EW presented the roadmap for 2021. The DCO application will be based on the responses and incorporating the feedback and we are looking at submission towards the end of 2021. In terms of further ETG meetings, the next round will be completed over the next couple of weeks. We are also looking at a post Section 42 consultation in September 2021. Based on feedback from other ETGs, we will make sure to communicate the agreed dates for those soon.</p> <p><u>Comments/questions:</u> EW asked for questions. <b>None raised.</b></p> <p><b>Teams Chat Message</b> <b>ARa – Your virtual ‘village hall’ exhibition was excellent.</b></p>	
3	<p><i>Issues with slides during presentation for stakeholders, NH flagged Dropbox for SLVIA in an email circulated, KJ circulated SLVIA presentation PDF to JM and JN.</i></p> <p>SMar ran through the agenda and detailed the aims of the meeting and hopefully agree or agree on the next steps on SLVIA VP for the EIA, post-PEIR. We circulated a set of photomontages that contain wireline and baseline views for all viewpoints (VP) and key VP photomontages to inform further consideration of the visual impacts of Rampion 2. We welcome comments in terms of impacts.</p> <p>SMar provided an update on SLVIA work. We have held informal consultation following the Scoping Opinion with stakeholders in late 2020. We produced a VP Selection Method Statement, which identified the VPs proposed to take to PEIR. We are collating feedback and up-to-date data for desk studies, site surveys over winter and we have completed the SLVIA VP photograph from VPs across various areas of the study area. We will be producing the Zone of Theoretical Visibility (ZTV) and PEIR assessment maps and photomontages, which are nearing completion. We are involved in the design input and collaboration with other PEIR aspects involved in the ETG today. The assessment and report drafting for the PEIR is currently ongoing.</p> <p><u>3.1 Project envelope/worst-case scenario layout</u></p> <p>SMar noted the Scoping Boundary has been reduced in the PEIR Assessment Boundary resulting in a reduction in the extent of the OWF area of search, Zone 6. The structures exclusion zone (SEZ) from the Rampion 1 OWF has largely</p>	

Agenda Item	Notes	Actions
	<p>been avoided, only a small area within the PEIR Assessment Boundary, potential to reduce effects on SDNP and Sussex Heritage Coast– between Seaford Head and Beachy Head. The reduced PEIR Assessment Boundary results in an increase in the distance of the OWF area of search, around 17km from Seaford Head and a decrease in the horizontal spread of wind turbine generators (WTG) in views. With regard to the statutory purpose of SDNP and the intentions of the Rampion 1 OWF design plan.</p> <p>SMar continued with the maximum design scenario (MDS), noting the maximum height of WTG (325m) for a maximum of 75 WTGs. The WTGs occupy locations that represent the impacts arising from the full extent of the OWF area of search. Also, this is weighted towards the northern coastward perimeter of the site, with a roughly even balance of WTGs between Zone 6 and Extension Area. The design parameters require some flexibility on the balance of WTGs located within Zone 6 and the Extension Area, without exceeding 75 WTGs. A greater proportion of WTGs could be located in either zone, however, this layout covers the maximum adverse impacts of that scenario. Essentially, any additional WTGs would be located behind and further offshore than other WTG in the layout and already covered visually in the span of WTGs closer to the coast.</p> <p>SMar presented a figure of the worst-case scenario, in regard to views from the coastline within the Sussex Heritage Coast and the SDNP to the east and the Isle of Wight AONB and the Chichester Harbour AONB to the west. Design flexibility in WTG heights is between 325m and 210m. When we look at the 210m WTGs in comparison to the 325m WTGs, there would be a greater number of 210m WTGs, but this would result in low levels of effect and therefore not worst-case. SMar presented a potential scenario for 210m WTGs, where 116 (210m) WTGs could fit within the Extension Area – this is only possible with smaller spacing between turbines, not possible for all 75 (325m) WTGs as they could not fit in Extension Area alone, so there are some turbines in the Zone 6 area. If we consider potential worst-case to receptors in the west there could be an increase in number and intensity in Extension Area, the 325m layout represents worst-case, with the greatest spread across both zones and its effect on receptors e.g., SDNP and Sussex Heritage Coast. The ZTV produced for the 325m layout support this, with a wider geographical effect (extra 115m height) over a large zone of visual influence. SMar noted this can be further supported in the wirelines from some of the key views. The PEIR assessment has been undertaken for the 325m WTG layout as a MDS, highlighting views from the SDNP and Designations.</p> <p><u>3.2. Key Receptors</u></p> <p>SMar noted the next few slides cover the key receptors which are assessed in the PEIR and taking on all the consultation feedback and Scoping Opinion. We are undertaking more desk and field assessment work. We are focusing the SLVIA detailed assessment on key receptors – landscape designations and defined areas, the Sussex Heritage Coast and Special Qualities – SDNP, Chichester Harbour AONB and the Isle of Wight AONB. Most Special Qualities are well defined in published documents, but we have completed further work on the Isle of Wight AONB Special Qualities.</p>	

Agenda Item	Notes	Actions
	<p>SMar gave an overview and listed the key landscape character types (<b>Slide 20</b>). The assessment in PEIR is defined by geographical area based on the County Council areas, the National Park area and the Isle of Wight. These areas are considered critical to a socio-seascape context which requires detailed assessment in the PEIR. SMar also highlighted a number of West Sussex, Isle of Wight and the Eastern Solent Character Types. SMar presented visual receptors, and noted the settlement coastline, major urban areas and the important visitor destination settlements along the coastline – East Sussex, West Sussex, further afield in Hampshire and the eastern coast of the Isle of Wight (see key visitor locations and destinations (<b>Slide 22</b>), National Trust properties and Transport and Recreational Routes (<b>Slide 23</b>) e.g., A259 and A27, Long distance walks in SDNP, and cycling routes).</p> <p><u>3.3. VP selection / number of VPs</u></p> <p>The approach is to involve all stakeholders in the feedback and try and include the VP requested, through the Scoping Report and VP Selection Method Statement. We have compiled a long list of VPs that included all VP locations suggestions from stakeholders, as well as incorporating the VPs from Rampion 1 OWF ES. This resulted in a long list of 62 VP, which is potentially not proportionate for SLVIA. The Method Statement set out the rationale for 40 VPs for the PEIR, included VPs within the ZTV from coastal and inland areas from the SDNP, as well as the other three National Designated Landscapes and coastal settlements. The list of 40 VPs are located at a range of distances and positions with a good spread of visual impacts at different ranges, across different receptors and through the National Park (22 in total, five of which are in the Heritage Coast). SMar, provided a list of full VPs and noted the potential for agreement on VPs assessing from the east Isle of Wight area – SMar invited any agreement on those from the Isle of Wight? <b>No participants on call from the Isle of Wight</b>. ABa noted they are VPs he raised and thanked SMar for including them.</p> <p>SMar continued on Sussex Heritage Coast, with five VPs between Beachy Head and Suffolk Head being assessed in the Heritage Coast and SDNP coastal extents. There is a concentration of VPs, partially due to the elevated value in terms of landscape designation and its susceptibility to change. SMar moved past slides previously discussed and raised VP44 and VP45 in SDNP. SMar also noted that we will retain numbering from 62 VPs, even though some of them have been omitted, as a result, there will be gaps in numbering, rather than renumbering at PEIR.</p> <p><u>3.4. Photomontage VPs</u></p> <p>SMar presented <b>Slide 33</b> which contained a list that shows the range of visualisations produced for PEIR, all 40 VP will have a baseline panorama and a wireline view (<i>supplied a package of information to participants previously</i>) and 23 of the VPs have full photomontages. SMar presented <b>Slide 34</b> which shows the spread of the photomontage VP with the red dots showing the VPs across all coastal VPs and a number of key VPs in SDNP and two VPs on the Isle of Wight.</p>	

Agenda Item	Notes	Actions
	<p><b><i>NH noted presentation running overtime, do not want to skip SLVIA due to important issues. Arrange follow up meeting for SLVIA. Any objections? None raised.</i></b></p> <p>SMar continued with visual representation and highlighted what will be produced for the PEIR. A set of panoramic photomontages, 53.5° in the horizontal field of view, sometimes we will produce two next to each other. We will use panoramic photomontage in the assessment partly due to the horizontal extent and lateral spread of Rampion 2 in the views. SMar notes that the panoramic photomontage is in best practice and in line with guidance. We have consulted with Natural England in terms of using single-frame images from a selection of key VPs, which would be the single-frame size at 36.9° field of view, OpEn will look at and include an appropriate set of VPs, critically were the horizontal field of view does not go beyond that single-frame. Key views within Heritage Coast.</p> <p><u>Comments / questions:</u></p> <p><u>3.1 Project envelope/worst-case scenario layout</u></p> <p>AH – In terms of the worst-case, will you not be assessing in the PEIR the Extension only area as a worst-case? Appreciate what you are saying about an overall worst-case, but some of the receptors in that western area would feel more of an impact, if all turbines placed to the west. Will that not be taken forward as a worst-case in PEIR?</p> <p>SMar – The 325m WTG layout that covers the full spread of the Extension Area and Zone 6 area covers the worst-case. We are looking at the further assessment of the Extension Area the only scenario in PEIR assessment, including wirelines and visualisations of that, so you can see the visual effects from that layout, it could intensify the effect to those receptors in the west, but it will not change the threshold of impacts from those receptors.</p> <p>EW – That Extension Area is capped in terms of capacity under the Agreement for Lease (AFL) with The Crown Estate (TCE). Realistically 116 WTGs would not be acceptable under the terms of AFL, not a realistic scenario to assume all WTGs would be within that Extension Area.</p> <p>AH – Thank you for the clarification. This is also linked to WSCC comments on lack of VPs in this more western area which will be discussed during the meeting.</p> <p>ABa – Why has it come forward if it is outside the terms of the AFL from TCE, I'm assuming you are referring to the 400 MW limit on the Extension Area. Can we have something that is based on 400 MW limit?</p> <p>EW – In discussion with TCE, the current status is a capped capacity, we may consider looking at flexibility. Unlikely that TCE would be comfortable with a 1200 MW capacity. Cannot comment on the outcome of that discussion might be. To maintain flexibility, need to be realistic but at the present time that is not possible.</p> <p>ABa – It makes statutory consultee job difficult in knowing what we are dealing with. Understand the aspiration RWE have to maximize the output of the project. However, there are substantial implications of running down that</p>	<p><b>NH (28/04/21)</b></p>



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	<p>route, not least for statutory consultee in what we are dealing with, because the effect of different arrays is different. You need to do it on a worst-case scenario, but as we move through the process, need to provide advice to the decision-maker about what has now come forward, which may be different to the worst-case scenario. A lot in play, as we move down through the process, things may change. Good to have clarity before perhaps the DCO stage?</p> <p>EW – Yes, that is work we are undertaking.</p> <p>END</p> <p>CP – Queried why it is clustered under both scenarios (210m and 325m WTGs) where the turbines are presented towards the northern / western part of the Extension area? Why there is not a general distribution of turbines is it related to taking into account visibility aspects or are there fundamental engineering matters to do with the seabed?</p> <p>SMar – The layout in terms of its spread to the north / west is weighted towards our aspect assessment. It is based on a grid of nodal points in the PEIR Assessment Boundary and we have defined location on that, which we think represent the maximum effect scenario. When you have WTGs located as close as possible and maximum number towards the coast, it has increased most proximity towards the Isle of Wight and the Solent and Chichester Harbour etc. If we spread them out more so that there are WTG in the area on that plan that does not currently have turbines, they would be further offshore and have less of an impact.</p> <p>EW – Purely visual perspective, we are not suggesting that is any constraints within that area of search as yet.</p> <p>END</p> <p><i>VC flagged CF has questions in the chatbox on Teams.</i></p> <p>CF – Similar issue that ABa raised there about assessing only the genuinely realistic options relating to the Rochdale Envelope. You have kind of intimated why you have done that. See Teams Chat Message (below)</p> <p><b>Teams Chat Message:</b></p> <p><b>CF – Will the ZTV for the revised layout be supplied?</b></p> <p><b>CF – If it's genuinely unrealistic why is it being assessed? It isn't an appropriate level of flexibility in terms of the Rochdale Envelope</b></p> <p><u>3.2. Key Receptors</u></p> <p>CP – Noted reference was made to various visitor locations and the inclusion of the National Trust, and queried whether consideration of the applicability and relevance of any English Heritage Trust sites had been included?</p> <p>SMar – Working with the onshore heritage team to ensure we have an integrated approach to the assessment of heritage assets. We have a number of VPs at locations of heritage interest within the VPs selected for the SLVIA and will also be assessed as part of the heritage assessment work we are conducting. E.g., Arundel Castle VP. Certainly, being assessed in the PEIR.</p>	



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	<p>ABr – Yes, that is correct we are identifying heritage assets that could potentially be impacted through the visibility of the offshore development. Will be discussed further in Agenda Item 5.</p> <p>END</p> <p><u>3.3. VP selection / number of VPs</u></p> <p>AH – Some of WSCC outstanding comments are based on those we made during the Method Statement review. We appreciate the guidance calls for a proportionate number of VPs, appreciate the information currently does not have that narrative alongside it, which hopefully the PEIR will do. Based on the evidence shown in the ZTVs we have been presented with, some areas covering a large visibility that there is a disconnect between the number of VPs in the east from west – VP12 up to VP29 and between VP14 and VP22. For us, as stakeholders, the evidence indicates on the ZTVs that there is a high level of visibility, but there are not VPs that may be being proposed in those locations. Could you explain the justification for that?</p> <p>SMar – To clarify this is from the coastal plain, West Sussex coastal plain, inland behind the main settlement coastline?</p> <p>AH – Yes, up from VP12 and VP14, up through the Chichester area and then across to VP22.</p> <p>SMar – Although the ZTV shows visibility, it is a bare-ground ZTV, so it only accounts for landform screening and not surface features e.g., woodland and settlement, urban areas. In the ZTV it may look like visibility, but when we have undertaken field survey work, as you go north and away from the coast with distance from those settlements, there is generally, very few views of the sea. Can be open in places, but there is limited visibility of the sea beyond the coastal settlement and the areas of vegetation and building screening across that plain, it is very low lying. Open to suggestions of areas that needed further assessment or VP in the coastal plain. From coastal edge and shoreline.</p> <p>AH – Between VP22 and 14 VP. Understanding and having that narrative justification. As you say onsite there is areas, which you do not feel has that visibility, but looking at the ZTV and the evidence on figures it looks like it does. Is there anything that can be done in the PEIR to make that clearer for stakeholders?</p> <p>SMar – One of the figures we have produced is a width screening ZTV (has some limitations) which builds in surface features into the ZTV modelling, so urban areas, areas of woodlands. In that figure, you can see how much the visibility drops off in that area.</p> <p>AH – That would be helpful to see, further justification will be needed on this issue in PEIR for us to comment on.</p> <p>END</p> <p>JN – A follow up to AH comment. Essentially from a layman’s point of view you have large swaths of blue, which are very visible, with no VPs – provide a narrative as to why. If you could provide a ZTV, even if it shows e.g., the height of an average house, it gives you a more realistic ZTV, that would be very useful to understand. In order for us to tell you the VPs which are more appropriate.</p>	

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	<p>In terms of the number, the majority of the Extension Area is out to the west, but the concentration appears to be to the east if you look at the spread. It seems disproportionate in particular VPs 11 to 22 – facing across the entire project array area, more WTG in view. Understanding that more than anything.</p> <p>SMar – Appreciate those comments. Certainly, include the ZTV we mention within the PEIR, give more narrative on the coastal plain behind the settlements. There are a number of VPs, Shoreham-on-sea, Worthing, Littlehampton, Selsey, Pagham beach etc., there are VPs are regular intervals along closets shoreline near settlements. Is it particular behind those settlements from the coastal plain the area of interest?</p> <p>JN – More understanding of slight disconnect between the concentration of VPs, which does not seem to marry up with the methodology. The VPs out to east far greater number than to the west. To us, the west may be more likely affected. Between VP14 and VP10, you have a number of different Parish Councils, but a number of different areas as well. Pagham Harbour seems not to have a photomontage, not sensible from our point of view given the Local Nature Reserve and an RSPB centre – key stakeholder. Understanding that concentration and picking up key areas e.g., village greens. Understanding why there is a greater concentration to the east than the west and providing they were representative of all those places that is understood.</p> <p>SMar – Thanks for that feedback and take it on board, make it clear in the narrative in PEIR and comments on Pagham Beach, whether we include a photomontage or not.</p> <p>JN – Your proposed update ZTVs will help. Between VP14 and VP22, if your ZTV was more accurate we may ask for something different. Popular beaches and tourist areas, not clear on what views are likely to be.</p> <p>SMar – The reality of that coast its orientation is to the south-west away from the project, due to the intervening landscape. When you zoom into the coastline, it is low visibility at the coastal edge. If you look at the photomontage from VP22 there is a view along the coast where you see the western extremity of the OWF search area, turbines extend slightly beyond Selsey Bill.</p> <p>JN – Understanding impacts, if you run a straight line between VP22 across to VP14, there will be some view along that coastline. A slight disconnect between ZTV and argue the same for Chichester Harbour too. Understanding how the ZTV matches up with VP choices.</p> <p>END</p> <p>VC – SDNPA put VPs forward, which have not been included, but we did not receive feedback on the reasoning for their exclusion. We are aware you spoke to Natural England about some of the VPs, where there was an overlap. Some concern that VPs that are important are being missed. I fully take on board your point about proportionality, but this is a large area. There are very different experiences of the view from different locations, which prompted our desire for more than what has been suggested so far. Key VPs are not included, not seen justification that deals with why they have not been adequate. Raise as a concern.</p>	

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	<p>SMar – I hope it does come out in the PEIR, it should make it clear why we have selected particular VPs within the National Park and how they represent the different view types. Ensure representation of different view types, from chalk cliffs and High Downs looking out to sea, all defined in the view share study. There are some areas, (SMar goes to SDNP – Goodwood to Arundel Downs slide) the red arrow and the purple VPs were suggested in feedback through consultations. Often in a location that are in a similar view direction, close to each other, or on the same receptor e.g., South Downs Way, where we have VP in the proposed list a few kilometres away from a suggested VP on the South Downs Way. We were hoping when we provide the package of visualisations, see the range of visualisation information, see the impact of the development on particular views that have been requested, proxy to VPs close by (<b>Slide 31</b> Arun to Adur Down example). The two purple VP53 and VP54 were suggested by SDNPA, which are very valid locations, but we had a VP in the list already at Springhead Hill which is within a couple of kilometres, on the same trail, we feel that provides an adequate proxy to understand impacts in that area. We do have VP 53 and VP54 in the onshore area, so they are also picked up across PEIR in integrated assessments we are doing.</p> <p>VC – Useful to see all in one place and provide more comment then. The potential impact during construction from VP53 and VP54, in relation to turbine and cabling work going on at the same time - could that be covered? Might require further discussion as we still have some concerns but will wait until we have the rest of the information to consider in more detail.</p> <p>END</p> <p><b>Teams Chat Message:</b>  <b>RA - If I have understood correctly, Rampion 2 will hardly be visible from Point 22 at Chichester Harbour AONB. Is that right?</b></p> <p>SMar – It is right, the majority of the turbines will not be visible. You will see the turbines in the western extremity of the OWF area of search, which will be visible extending along the skyline to the west of Selsey. You will see some of it.</p> <p>END</p> <p>SMar – There was an action from the last call with Natural England (25/02/21) for agreement on VPs that could be excluded within the SDNP – further discussion between SDNPA and Natural England. Are there any comments on that list of VPs?</p> <p>ABa – Natural England and the SDNPA convened on this, with the exception of two from the list I provided on 25/02/21, VP30 and VP54. Worthy of inclusion and I support SDNPA views.</p> <p>VC – VP30 Halnaker Windmill, VP50 The Trundle, VP41 Slindon Folly - National Trust suggestion previously.</p> <p>SMar – We will take that on board and look at those locations for PEIR / ES.</p> <p>END</p> <p>JMi – Second on VP30 Halnaker Windmill It is an important site frequented by the public and it has a very wide-open view of the coastal plain, more so than VP50 The Trundle. The Trundle photomontage is very useful for showing the</p>	

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	<p>turbines from that view. VP30 Halnaker Windmill will give a very good impression of what residents in the Chichester area will be seeing. As those living in the Chichester area spend time up there. VP30 Halnaker Windmill is at a closer distance than The Trundle, so it should be included.</p> <p>SMar – We did visit it, the view from VP50 The Trundle needed to prioritise it, more of a clear visitor destination. VP30 Halnaker Windmill used more by people locally, not signposted as a visitor destination.</p> <p>JMi – I do not feel VP50 The Trundle should be excluded. I think both VP50 and VP30 should be included.</p> <p><b>Teams Chat Message:</b>  <b>ARa - I agree John, and I think your point about public attachment to place is also crucial here.</b></p> <p><b>CF - Agree, the selection needs to reflect the value and use of sites by key receptors - not on the basis that they are just 'representative' views.</b></p> <p>VC – Offer a different experience. The view from VP30 Halnaker Windmill, may not be as popular but is more unspoilt.</p> <p>SMar – Thank you for your comments very useful.</p> <p>END</p> <p><u>3.4. Photomontage VPs</u></p> <p>ABa – The quality of photography around Arundel Castle and VP50 The Trundle, need to capture images again, they are quite poor images. Quality not as good as other location. Appreciate the struggle due to COVID-19.</p> <p>SMar – Something we can look at. It has been difficult, some allowance, only certain windows of opportunity, with travel restrictions due to survey works. Challenging to shoot as all VPs look to the south, the sun is always in a part of the panorama. Turbines viewed into the sun or off to the side. Horizontal spread of windfarm at Rampion 2, it is difficult to not have the sun as part of the backdrop. Appreciate comments.</p> <p>RSi – To add the VP at Arundel Castle, the view is for offshore and onshore, the photography was taken in December, when the sun at its lowest tried to get views both for cable corridor and offshore. Photography not ideal for offshore purposes, due to restrictions and appointment we could get at the castle.</p> <p>END</p> <p><u>3.5. Format of visual representations</u></p> <p>ABa – Stick to 39.6° single-frame images for quite a number of VPs. I can see what you are saying regarding in order to contain the entirety of the array in a single image you need to have a large field of view. How much sea horizon it takes up. Do not feel that is a justification for using a wide-angled image when a normal lens image will provide an equally valid representation of the likely effect. A number of 39.6° would be required inland as well. Concerned the sheer scale needs to be represented to the west as well, even though the lateral spread is considerable you will not see in the 39.6° spread.</p>	

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	<p>SMar – Take on board. Something we can look at doing, at an appropriate time for submission and on appropriate VPs. Perhaps a follow-up discussion on that?</p> <p>ABa – Of course.</p> <p><b>Teams Chat Message:</b>  <b>CF – I would be happy with that as an approach.</b>  <b>CF – Yes to some single-frame shots for some of VPs - may give you the ability to cover some of these additional VPs?</b></p> <p>END</p>	
4	<p>RRy presented LVIA slides and ran through the agenda and updated participants on progress since the last ETG meeting in September 2020.</p> <p>We have collated various data sources, including SDNP Landscape Character Assessment (LCA) 2020, piecing together all the various layers of LCA across the whole of the study area to date and the production of ZTV maps to define the final extent of the study area and VP selection. We have undertaken informal consultation with stakeholders to agree on VPs in late 2020, with RSi provided a Technical Note that listed all the VPs and provided justification of VPs selection. We have also undertaken winter site visits for VP photography. RRy noted the onshore elements and cable of the Proposed Development, a lot of the landscape, with high levels of screening due to vegetation. However, the photographs were taken during winter which illustrates worst-case scenarios i.e., reduced vegetation and leaf cover. RRy noted that even with COVID-19, the vast majority of VPs are photographed, however, some micro-siting and adjustment will be needed. We have been part of the design input and aspect collaboration, resulting in the embedded environmental measures, which have been growing during the assessment, as the assessment has flagged up limitations, questions and concerns about the assessment and effects, and we have been questioning engineers and team on technical parameters. These embedded environmental measures have doubled in number since we began this process, however, they need some fine-tuning, with some overlapping. These measures will be embedded into the design to bring environmental effects down as far as possible.</p> <p>RRy presented some sample images of drawings produced (<b>Slide 4</b>). The top left image is the LCA of local and regional level landscape character, as well as the national level LCA for the substations and various cable corridor routes and potential construction and/or operation assess, there are five different levels of access. The centre top line image is the LCA through part of the cable corridor. The SDNP LCA is shown with the cable corridor aligned over the top of that. It is a very important LCA area, A3 Open South Downs. The other image on the right is the Landscape Designations, AONB and the High Weald AONB and the SDNP stretching through the middle section. The bottom image is the ZTV information that we have been processing.</p> <p>RRy detailed the progress since scoping, noting three substation options to assess. Option A: Bolney Road / Kent Street, selected eight VP locations that have been photographed and assessed in the field, which include A-roads and minor roads, Public Rights of Way (PRoW) and VPs in High Weald AONB. There are no settlements in visibility with the site. We have also discovered the</p>	

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	<p>visibility of a potential substation at that location will be limited, a factor of field sizes, the type of field boundary, the quality of hedgerow, numbers of trees and the density of network that produces a successive layering of vegetation. As you move further back e.g., three fields, the substation size and bulk would not be visible. Work on substations and cable corridor in order to understand how field sizes and networks of hedgerow control the extent of visibility and ultimately the extent of significant effects. Different for different areas, because the network of field patterns and hedgerow vary. Option A: Bolney Road / Kent Street has very limited visibility because of vegetation cover, but we do have panoramic views from PRoW in the south towards Oakdene Manor and landscape associated. Option B: Wineham Lane North, (RRy noted that there are similar observations for each substation), selected six VP locations and has slightly higher degrees of surrounding screening that exists within the landscape than others. Ultimately the main point of assessment, that we have discovered so far. Option C: Wineham Lane South, is located down to the south, close to Wineham Lane and the Royal Oak pub directly opposite, there is a wall of screening, some of these healthy trees and shrubs are visually permeable during the winter period. This will be picked up in the assessment.</p> <p>RRy detailed the progress since Scoping for the onshore cable corridor, VP locations and ZTV mapping. We have 45 VP locations along the cable corridor, including five long-distance views. We have more locations due to multiple route options so some of these VP locations will need to be either reoriented, microsited or relocated, or even deleted and/or replaced with an alternative location. The greatest visibility is within one to two fields from the onshore cable corridor route, which potentially shows how a unit of a field varies the geographical extent of the visual effects of the cable corridor according to which landscape character you are within. We have limited long-distance views and sequential VP Assessment along South Downs Way to see how the cable corridor would be experienced and viewed by receptors on the South Downs Way. We have undertaken informal consultation since Scoping, through email and MS Teams, and RRy highlighted the stakeholders that provided feedback (listed on <b>Slide 9</b>) and we will take on board all comments. RRy noted no response from Arun District Council or Mid-Sussex County Council.</p> <p>RRy ran through site visits. We have undertaken a winter VP photograph, with 66 VPs photographed, including a number of excluded VPs which were taken for verification purposes. One VP at Wepham Down will be re-photographed due to poor weather conditions at the time. Those VPs with no view of onshore elements of the Proposed Development, will be excluded from the ES to present a proportionate LVIA, which will be agreed with stakeholders.</p> <p>RRy gave examples of VPs photography (<b>Slide 11- 13</b>). The top image on <b>Slide 11</b> is VP C, A259 east of Littlehampton, the light blue line is the trenchless horizontal directional drilling (HDD) crossing under the river and railway line – maintaining vegetation. RRy noted that the solid line indicates some visibility. The image at the bottom of <b>Slide 11</b> is VP J4 northern edge of SDNP. Two route options being assessed, one that is higher upslope with more wooden areas, and one that is of a flatter type landscape. In the next slide (<b>Slide 12</b>), the top image is from High Weald AONB, north of Bolney, PRoW tree cover - everything screened of view. If we were further through the Scoping stage, we would look</p>	

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	<p>at Scoping out the High Weald AONB, but we will have to provide evidence in PEIR. This particularly VP is typical of what you will not see from the AONB. Image underneath is VP N is from Devils Dyke, in the SDNP, you can see the important network of trees and hedgerows, it is some distance away with no significant effects at this distance, but it is important we assess it. Next slide <b>(Slide 13)</b> shows two photographs from the various substation location the top image is Taintfield Wood on PRoW 1786, substation Option A, a semi-panorama view across the site. In comparison, this VP is more typical of other substation sites, visibility is heavily contained by surrounding vegetation. The bottom photography image is the substation envelope which takes the whole site and projects up to the height of the tallest substation component, almost all of that would be behind woodland (image taken in winter). In contrast to the photograph at the top of the slide <b>(Slide 13)</b> you can see solid lines of orange, this indicates potential for significant visibility from that VP of substation apparatus.</p> <p>RRy noted aspect collaboration, working with OpEn on SLVIA, Historic Environment, Soils and Agriculture, Transport – visibility displays, widths and requirements for access routes terrestrial ecology and nature conservation and understanding overlaps with the LCA. We are also aiding in the design input, building on and refining embedded measures, and we are working with design workshops and LVIA input in those.</p> <p>RRy ran through the initial PEIR findings. There are potential significant visual effects from ZTV, VP analysis and network of hedgerow and field pattern analysis. The substations are close in terms of the extent of visibility, but as we have seen with the Oakendene Manor VP it is not necessarily the extent of visibility, but who sees what and what you do see. This is just part of the process it is not all about distance. For the onshore cable corridor, the majority of significant effects within the 200m threshold are limited to one to two field boundaries. The initial assessment is variable depending on which landscape character type we are in because some areas have smaller field boundaries and a denser network of hedgerows. Whereas others like the SDNP are very open, bigger fields, wider views, a larger extent of significant effects. Still working on that parameter.</p> <p>RRy finished the presentation by running through the next steps.</p> <p><u>Comments/questions:</u></p> <p>AH – We very much welcomed the consultation on the Technical Note with RSi. From a ZTV point of view, has there been any consideration or assumptions on placement of construction compounds for substation sites? Also has the ZTV taken account of the vegetation removal that maybe likely for visibility splays/access/cable routes into and out of the site and how that would affect potential views and therefore the relevant VPs that go alongside it?</p> <p>RRy – You can see from Option B ZTV, we have used a vegetation vector – the dark green shapes on the map. There are a couple of examples on that map where potentially you have a cable corridor coming through. We need to work out whether it is going to be a trenchless crossing, open cut, is there going to be vegetation removal. Do we need to cut back vegetation for visibility displays for access routes, will that open up views. Yes, our assessment is including all of that in detail, we have been assessing construction compounds and access to</p>	



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	<p>that and that will generate information for the embedded environmental measures that are to be embedded into the design. Various design tricks in terms of providing access to a construction site, allow access to come in a certain way that prevents opening up wider view. Need to think carefully about that. Each construction site location will be unique in terms of setting, location and visibility displays and if they are required and the substation sites themselves.</p> <p>AH – Critical those sorts of things are taken into account in the PEIR/ES when you are talking about relevant VPs, where areas may be screened or not screened. Option A for example, if you have a large visibility display of where construction or operation access is coming in, that will require a lot of vegetation removal. Critical for LVIA assessment these assumptions are clearly spelt out for the reader.</p> <p>END</p> <p>MP – Reiterate points made by AH, in taking into account vegetation loss and the issue about landscape bunds may not be the most appropriate means of mitigation. They have a visual impact themselves.</p> <p>RRy – Yes, a particular example where there will be a bund, construction access goes around behind it, then screen views into the construction site. However, that particular construction compound is being moved as we speak. Currently quite fluid. Bunds are equally part of the construction, have to clear site, topsoil has to be restored once construction compound goes back. Topsoil somewhere, position somewhere suitable, need to think about that.</p> <p>END</p> <p>AH – For stakeholders to get an understanding of engineering parameters, Rochdale envelope for the height and operational footprint for these substations versus Rampion 1. Appreciate there will be a size increase compared to Rampion 1, can this be presented to allow a clearer understanding of the differences between the project’s infrastructure. Perhaps have a conversation around residential visual amenity surveys as it would be something we are keen to explore and include, and if possible, to allow in helping with the final choice of substation site. We know through Technical Note and conversation with RSi that you are basing it on public assessable open views. Thoughts on that for purposes of going into DCO, will you be looking at that in more detail either in the PEIR or ES?</p> <p>RRy – Not on our scope of work at the moment, but I think something we are looking at, as we finalise assessment, properties close to cable corridor or to a substation which could be potentially affected. Approach at ES stage, due to options at PEIR. Cannot say if it will be included at this stage.</p> <p>AH – Would you consider this once you have chosen a site or at the early stages of that assessment to feed into helping you with a final choice of site? It is something to bear in mind, and which we are keen to discuss with you.</p> <p>RRy – That would be good. These three substation sites do have variability in terms of numbers and proximity to residential receptors, it is an important consideration.</p>	



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	<p>AP – The MDS design parameters will be made clear in PEIR assessment.</p> <p>END</p> <p>MP – Glad the top photograph has been included, one of the VPs we discussed.</p> <p>END</p> <p>VC – Terms of lighting, for Rampion 1 there was a need for lighting the cable route and compounds during construction. Has that been taken into consideration as part of the LVIA as well?</p> <p>RR – It is to the extent that at the PEIR stage we have limited information on it, looking at a working time period. My understanding the compounds will not be lit, should not be a need for lighting. We will drill down into that further, because this was brought up at the last consultation, with a discussion on what happened with Rampion 1. Eventually ended up with light for construction. We may need to look at contingency what if worst-case scenario if there is a lighting situation required. Take advice internally as to what is required.</p> <p>END</p> <p>AG – Significant effects, are we talking about the construction phase, not the operational phase?</p> <p>RRy – For the cable corridor, yes.</p> <p>AG – Constructing the cable corridor. Underground is great and leaves fewer lasting significant effects or impacts. Will need to know about what surface features or infrastructure will be needed to support the undergrounding and how these are factored into assessment e.g., sealing in factors and link boxes etc., which are readily associated with it.</p> <p>RRy -We have included the HDD compounds and TJB?</p> <p>AP –Transitional Joint Bays and Typical Joint Bays as well, a slight difference between the two, taken into consideration too.</p> <p>END</p> <p>CP – Noted that photomontages will be produced in ES, but queried whether there will be any photomontages in the PIER?</p> <p>RRy – The example of what we have shown in the PEIR in slides, the annotated photographs will be in PEIR.</p> <p>END</p> <p><i>Natural England left the meeting following LVIA presentations.</i></p>	
5	<p>ABr and SA dealing with the inputs and assessment for the onshore historic environment for Rampion 2. ABr provided an overview of the presentation and update since Scoping.</p> <p>ABr noted there has been a series of design workshops, included different technical disciplines to understand a variety of environmental constraints when considering the different cable route and substation options. ABr noted input from the onshore historic environment and highlighted the known and potential sites of heritage interest in optioneering process. We are refining the embedded measures as we have progressed towards PEIR, these are the same</p>	

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	<p>as what was set out at Scoping, but some minor changes to wording since Scoping response. The provision for appropriate curation and deposition of any site archive and ensure appropriate dissemination of results. We have taken comments on board and amended the existing embedded environmental measures. In relation to aspect collaboration, we identified a list of other disciplines where we anticipated technical crossover. For marine archaeology we have held numerous meetings to understand the scope of works, data requirements and sharing, integrate our results of survey work and incorporate that into a joint interpretation especially from a geoarchaeology point of view. This ties in with overall landscape perspective. As part of the assessment for indirect effects for onshore heritage assets we have been looking at the SLVIA and LVIA ZTVs and the relevant VPs, to help us understand potential impacts from offshore and onshore development on the heritage significance of the heritage assets. ABr noted the work is ongoing with other aspects, and noted difficulties with traffic, data limitations, highlighted that ongoing collaboration varies per aspect and this will continue post-PEIR, as and when data sets and information become available and will be fed into our assessment.</p> <p>ABr ran through the baseline data collection. At Scoping we used a 1km study area. The landscape approach used for baseline collection is being used for ongoing assessment of impact and site walkover. The key sources of data and information used to establish a baseline for PEIR were presented and ABr noted that these are similar to those presented at Scoping. We have not yet managed to visit local archives so any cartographic or documentary evidence that we have used so far is what is readily available to us online. We will make visits when local archives reopen to target questions on the baseline. We have used grey literature to inform the potential presence or likely absence of archaeological remains. ABr noted that some sources referred to in the HER Monuments Records exist as hard copies in the office, we will get copies as soon as possible. We have taken on board comments from Scoping response and the previous ETG on other sources available to us and publications, which might highlight sites and monuments that are not with HER e.g., WWII sites and condition. Any limitations may prevent collated desk-based data to inform a detailed baseline, to which our assessment at PEIR is based.</p> <p>The landscape approach first outlined to you in the ETG, has been the basis for establishing a historic environment baseline and informed PEIR assessment. We characterised the historic landscape of three zones in which the site has been divided and following this will identify broad landscape scale archaeological themes in which there is a potential for surviving remains. Zone 1 which is defined as the south coast plain runs from Climping, which is dominated by the coastal and invasion defences and runs inland across the agricultural area with a historic settlement of early medieval and medieval origin. The coastal plain in general is characterised by urban expansion and industrial development. Zone 2 which is in South Downs, broad elevated ridge. Zone 3 broadly defined by Low Weald, gently undulating with a good network of field boundaries of historic importance.</p> <p>The site walkover in December 2020 was taken at a time where there is the least amount of screening from vegetation, any observations to inform assessment of indirect effects was in the worst-case scenario. The site walkover</p>	

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	<p>was undertaken only along PRoW, as we were unable to arrange land access at the time. This is used to make an observation of the presence and condition of known/unknown heritage assets and highlight sources of pre-existing impact and assess the potential for below-ground archaeological resource. We undertook the survey using Collector App (useful digital resource) on a tablet, view relevant spatial data in a field and capture new data, in a real location along with georeferenced photographs and assets together.</p> <p>Initial findings on outcomes of reviewing readily available LiDAR data, a summary of baseline, preliminary observations on the setting survey and scope established for geophysical survey. For the LiDAR data, both the DSM and DCM LiDAR imagery published by the Environment Agency was consulted and data visualised, along with local relief modelling on the original DSM. Constructed a 1km polyline grid to use as a framework to traverse the imagery, so as not to miss anything and we reviewed the imagery alongside the existing national datasets to cross-check. Results incorporated into Baseline Report and fed into the PEIR assessment and will be reviewed against any results that come out of the geophysical surveys – which take place later this year.</p> <p>Zone 1 did not yield many features in LiDAR, possibly a consequence of agricultural and settlements. In Zone 2 the majority of features in LiDAR, discrete features which are indicative of barrow sites and area of features, which are either looking to be ridge and furrow or relic field systems. The hashed blue areas are the extents of the LiDAR features, the blue dots are the discrete features identified on the LiDAR, overlaid with existing HER and designated heritage assets data. The existing historical environment data indicates that is generally a high potential for archaeological remains present within or close to the site. These are anticipated to form elements of specific asset groups or themes, listed in slide pack e.g., buried prehistoric landscapes and WWII military activity etc. This is based on the existing baseline identified key archaeological site deposits in Zone 1 (in slide pack). This was reviewed against discussion / feedback we have had from informal consultation. Zone 2 is where we are seeing most of the known archaeological sites and this has been re-emphasised by the LiDAR findings. In Zone 3, fewer sites are known currently, there is potential there that the current course of the cable route corridor does cross the Abbeylands medieval hospital, and the Oakendene Manor.</p> <p>ABr discussed the setting survey. The assessment of effects from onshore development using the study areas detailed in the slide includes 1km general study area – landfall and onshore cable corridor as agreed with PINS. For the impacts of substation options, we have extended this out to 2km following a review of LVIA ZTV and looking at the local landscape. ABr presented an illustration showing the 1km green line along majority of cable route, and a separate 2km study area for each substation to deal with indirect impacts. From within the study area described, ABr outlined the criteria for assessment. The key points where significance is drawn from views in which the Proposed Development would be visible; where the experience of this setting is liable to be altered in a tangible way by the Proposed Development, takes into account distance and relationship between the asset and the development; relevant topography; etc., It has been agreed that vibration disturbance from the</p>	

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	<p>operation onshore substation can be scoped out, as well as increases in noise from site traffic for substation and wind farm maintenance. We are cross-checking with the other technical disciplines.</p> <p>Effects of the offshore development on the onshore heritage assets we have established an initial study area of 25km, which is buffered from the offshore array area. This was established based on multiple factors, the definition of seascape by the MMO, which gives an indicative visibility of sea within 10km of the coastline. Beyond 20km, it says there is no visibility, however, we have taken that on board together with viewing the SLVIA ZTV that also included the bare earth and theoretical screening to indicate the visibility of the Proposed Development in the worst-case scenario. Used criteria to identify heritage assets that have a coastal setting that is sensitive to visual impact, detailed in slide pack.</p> <p>ABr presented several figures on a visual illustration of assets. In the west, numerous conservation areas, we have nine scheduled monuments, two of which are designated as Grade 2 listed building. 17 other listed building (three Grade 2* and 14 being Grade 2). We have a Grade 2 registered park and garden. As we move across, you can see these assets do lie within the immediate coastal region, but we have identified assets further inland, on review they do have a substantial seascape setting with clear views, which contribute to the significance of that asset. Scoped in to assess any potential impacts. Finish at Beachy Head Lighthouse which is the asset further east.</p> <p>Since the last ETG, an informal consultation exercise was undertaken earlier this year. Useful response from WSCC in which key archaeological and geoarchaeological sites, which may be impacted by the development, were identified. Recommendations for geophysical survey, recommendations for pre-construction investigation and recording and potential archaeological mitigation, comments made on cable route preferences. Historic Landscape Assessment recommendation of historic parkscape at Oakdene Manor. We are reviewing points against baseline and draft PEIR assessment, all look coherent and matching. We set up a meeting with WSCC Archaeologist, JMi, to discuss the scope of geophysical surveys and magnetometry. Depending on the results of the survey we will look to undertake surveys, define the presence extent or absence of archaeological remains. The scope will depend on what is found.</p> <p>ABr outlined the next steps. Anticipate another site visit to inform the assessment of indirect effects on heritage significance both from offshore and onshore development. We want to incorporate the results of the detailed geoarchaeological deposit model into our existing baseline. We want to carry out the geophysical surveys and where appropriate, based on the completion of that baseline and the geophysical surveys to undertake other archaeological works e.g., geoarchaeological watching brief, archaeological trial trenching and historic landscape assessment. The scope of which will be determined in consultation with relevant stakeholders. The results of any geoarchaeological work, in particular, will be integrated with that from Marine Archaeology.</p> <p>ABr thanked participants for their comments and feedback.</p> <p><u>Comments/questions:</u></p>	

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	<p>ARa – In terms of overall project, quantity of archaeology does raise a significant need to ensure that the project mitigates the impact on archaeological collecting archives. Could potential be material, given COVID-19 these organisations may need infrastructure support via storage.</p> <p><b>Teams Chat Message:</b>  <b>JMo - Very good point Anooshka on museums and site archive storage.</b></p> <p>ABr – We have highlighted that in one of our environmental measures to ensure that we look at the practicality of dealing with a site archive, particularly one that could be sizeable. We will be keeping it at the front of mind.</p> <p>ARa – Technical issues that come up with what archives will expect what depending on cable route. Issues with organisations pushing back, maybe iron out earlier in the project on who is collecting and who has the capacity to collect and what would help them to collect if they are not in a position to do so.</p> <p>ABr – That’s useful feedback, we will think on that and put out queries sooner rather than later to avoid such problems.</p> <p><b>Teams Chat Message:</b>  <b>ARa - Some of the collecting archives are currently temporarily (or permanently) closed. It needs to be taken more seriously by largescale infrastructure projects, and East Sussex has had a precedent for mitigation and enhancement including investment in collecting infrastructure to enable archives to be accepted and therefore made publicly available.</b></p> <p>END</p> <p>JMo – As part of the baseline dataset have you had looked at historic borehole information?</p> <p>ABr – Yes, forms part of our geoarchaeological desk-based report, currently ongoing, not currently being fed into work we have done so far. Is ongoing and fed into work as we move into ES.</p> <p>JMo – In our comments before we have talked about a geoarchaeological approach. So, you are actually doing that?</p> <p>ABr – Yes, we have, it forms a significant part of the first ETG, that has been taken on board. We have instructed on the request from Historic England for the Geological deposit modelling to be undertaken earlier on, which is what we are doing.</p> <p>SA – A bit behind other desk work, but it is coming.</p> <p>END</p> <p>MW – Various conservation areas you have along the coast. None from Littlehampton, focuses on the sea and the beach, missed off in the area in the image. Littlehampton has three conservation areas further inland. Not sure why seafront missed?</p> <p>ABr – Apologies, an error on our part of not including, the conservation divided up by the local area. They must have been missed off. When we follow up on the completion of ETG, the <b>figure will be revised in the presentation</b> for further comment.</p> <p>END</p>	<p><b>ABr (23/04/21)</b></p>

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	<p>CP – Highlighted the need to make sure relevant colleagues are involved. We will follow up today’s meeting, with a further review of what you have provided and in reference to comments previously about heritage assets that may need to be included as part of PEIR, if not already identified.</p> <p>ABr – Provided the images for illustration, could <b>provide you with a table to list out assets</b> (including missed ones on the figure), for ease of reference to aid your comments?</p> <p>SA – We could then have a follow-up call if that would be helpful?</p> <p>CP – Noted Historic England are content to be involved in a follow up call as necessary.</p> <p>END</p> <p>MP – Support JMi recommendation parkscape.</p> <p>ABr – We will make note of that.</p> <p>END</p> <p>JMi – If the Bolney substation option is taken forward, there would then be a Historic Landscape Assessment of the Oakendene parkscape. Will that potentially take into account view between Oakendene Manor listed building and the parkscape as the two are historically linked?</p> <p>ABr – It is that link we are aware of being sensitive to impacts from the development, so absolutely.</p> <p>JMi – VPs in regard to settling survey, I previously identified the Grade 1 Church at St. Andrews Ford, down the road from LVIA VP. It is a Grade 1 building it is very important, will it be included in setting surveys? Will there be a similar thing for Burpham Camp, Saxon burh site and the Schedule Monument Chantry Hill, but also at Sullington Hill Crossridge Dyke. Included in the setting survey.</p> <p>ABr – They are all included, based on feedback on the VPs.</p> <p>JMi – WSCC welcome the inclusion of these.</p> <p>END</p>	<p><b>ABr</b> <b>(23/04/21)</b></p>
<p><b>6</b></p>	<p>CH presented the Marine Archaeology slides and ran through the aims and objects of the presentation. CH noted the main comments from the last ETG meeting, were to discuss baseline approach, geophysical and public engagement and clear commitments as well as Scoping comments. CH noted this will be presented within the PEIR document.</p> <p>We have completed a full desk-based assessment of the Marine Archaeological study area. We have included a 2km buffer around the Scoping boundary and PEIR Assessment Boundary. Lines up with Rampion 1 OWF study area of 2km and ensures we capture everything. We have also looked at further datasets since Scoping and looked at and assessed geophysical survey, completed in July-August 2020.</p> <p>The provisional results on DBA, show potential to contain all of the types of archaeology shown in <b>Slide 5</b> - landscape, vessels, aircraft (WWI, WWII Aircraft and passenger casualties) and structures – mostly lighthouse, jetties and harbours. CH ran through the environmental context which is presented in <b>Slide 6</b> e.g., bronze age, post-medieval.</p>	

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	<p>CH noted there is a large dataset, with important maritime receptors within the study area. These included, 21 reported aircraft losses, 20 dated to WWII, 49 live wrecks (seen in geophysical surveys) and 20 dead (previous surveys, not seen on that spot), 85 recorded losses but the position is not clear, etc., CH highlighted that this all included in the Technical Report.</p> <p>For the geophysical assessment of the data, we had side scan sonar (SSS), Multibeam Echo Sounder (MBES), sub bottom profiler (SBP) and magnetometer. We have between 150 and in some places 200 percent coverage of the area. Any anomalies have been picked out– areas of the seabed with archaeological potential – <i>see slide pack for the table</i>. CH showed participants wrecks from the SBP image. The Technical Report has more information on vessels and the presented archaeological significance as well.</p> <p>CH presented the SBP data, which shows the channels and valley digitised as part of the assessment (light yellow) and we can see how they match up with previous studies of the submerge palaeovalley channels. We can see the palaeovalley from the terrestrial zone follows the route, as shown in previous studies e.g., by Gupta et al. (2004). It flows further south and turns east before the division in the bedrock. These represent an extensive deltaic river system which contain a combination of shallow braided channels system and wider deeper channels and simple cut and fill features. This figure indicates all of the different types. We can also see Rampion 1 palaeochannels marked on the map and how this compared to Rampion 2. There is some blanking data, which we have seen some of in this area but not to the extent that it becomes a problem at all. The deposit model will be included in the PEIR chapter and will be further defined with the onshore team.</p> <p>CH moved on to defining the receptor and noted the inclusion of the historical seascape assessment in the report. CH highlighted that the defined marine heritage receptors, and those scoping out, will be presented in PEIR. In the context of a marine heritage receptor, scoping out means that the project has and will apply a mitigation strategy from preconstruction and throughout the life of the project. This will be stated in the PEIR and will be secured through the DCO and later through DML if relevant. Further details in the Marine Outline WSI, which will be submitted with the PEIR, will show sufficient data and consideration has gone into ensuring sensitivity, the magnitude of impact and significance for direct and indirect impact can be considered not significant. The documents to date have not provided this detail but will be included in the documentation you are receiving and a chance for you to comment on.</p> <p>It should be noted that avoidance is not the only mitigation approach, often a combination of information gathering e.g., geotechnical investigations, staff training on vessels, data assessment, UXO investigations and post-construction monitoring plan etc. The justification for Scoping out, the impact scope is based on the uncertainty of scour and sediment movement around seabed structures, cables and jack-up legs. At this stage, it is not possible to assess how the project design will affect the receptor. If there is an increase or decrease in sediment movement / scour, avoidance is not possible unless the receptor was not discovered following the mitigation approach. Further assessment may be necessary and will be clearly stated in the WSI and will only be undertaken</p>	



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	<p>following a Method Statement which will be approved by Historic England and the MMO. This will clarify why some are scoped in and others are scoped out.</p> <p>CH noted that the clear commitments are still under discussion, but we have made small changes to them since Scoping. It is essential that the commitments undertaken are suitable and efficient mitigation and is outlined in PEIR documents and clearly secured. This can be included in the development consent order, issued by MMO and could be a provision under the marine licence. Commitments will be present to Historic England and all relevant parties. Developed to ensure post-mitigation covers the potential impact on marine heritage receptors.</p> <p>CH ran through the Next Steps, including the submission of PEIR and addressing consultation response. CH noted that it will also include a Technical Report, which will outline the desk-based assessment of the geophysical data; Outline Marine WSI, responsibilities and plans during mitigation for all project cases; and a final PEIR Chapter.</p> <p><u>Comments/questions:</u></p> <p>CP – Queried how this exercise will be assessing impacts to the known and unknown marine historic environment, and how they will be dealt with the EIA exercise. Also, queried whether it was possible to detail how the technical archaeological elements that will be secured and delivered through that Commitments Register?</p> <p>CH – Commitments outlining how WSI will be incorporated, also outline if any further work is necessary and how the Method Statement will outline any methodology undertaken and the exclusion zone around known archaeology that will be avoided and include details on the protocol for archaeological discoveries will be utilised. The commitments will secure any geophysical, including UXO surveys and the data will be assessed for archaeological potential following an approved Method Statement.</p> <p>CP – Also queried what the worst-case scenario for foundation design would be?</p> <p>CH – Foundation design has been included in the Chapter and outlined in term of the impact of the seabed on known or unknown archaeology. Taken into account the foundation itself, but any rock protection around it, anchor and jack-up legs if using; and any other vessel traffic that touches the seabed. All seabed impact is included in the chapter and clearly outlined.</p> <p>NH – There was a draft version of Commitments at Scoping, so PEIR Commitments will be building on those already established at Scoping.</p> <p>END</p> <p>JMi – Some impacts scoped in which included scour effects and drawdown of sediment. There was a section on construction impacts, seemed to suggest there would be no impacts, did I misunderstand. As with everything I have heard there could be some impacts.</p>	



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	<p>CH – The impacts and the construction have been scoped out, however, the mitigation approach and the secured commitments ensure, that there will not be an impact on the receptors.</p> <p>JMi – I understand how the principle aim where it comes to the turbine substructure themselves, involve avoidance of receptors and therefore the aim as much as possible will be that there should not be any construction impact, because any receptors will be avoided. Historic England touched on this slightly, unknown archaeology, the Marine WSI will address those potential impacts?</p> <p>CH – Yes, correct. You can only use avoidance if you know where the archaeological receptors are. By using high-quality survey, we are getting closer to knowing where most receptors are. We also have other means of mitigation e.g., to make sure that people out working on the site have a clear and easy way of reporting what they find – go out talk to the vessels (not possible due to COVID-19), a video shown before going out on site highlight receptors they may come across, and ways to report it (PAD). This is stated in the Marine WSI document as well, this is for construction and applied during operation and decommissioning. Scour is not much of a risk during construction, the scour you might get from jack-up legs, is not assessed as large enough to affect any receptors, instead the effect of penetration effect. When the turbine foundation is placed, during operation and maintenance, that is when you get the scour effect from foundations. That is why we have scoped these effects in, we are not sure how the scour might affect receptor when we do not know where they are and what scour we will get around foundations. Cannot avoid something when we do not know where it is equally if the archaeology is not there, we cannot protect it.</p> <p>JMi – Scanner is an operational effect as opposed to a construction effect. Looking at the results of the geoarchaeological interpretation a wide swathe of valley deposits only the end of Paleovalley, MA 3000, quite a large area. If any substructures are going to be built in that area it might be difficult to avoid some point, very localised impact on those deposits. For those circumstances, potential mitigation addressed in Marine WSI.</p> <p>CH – Yes, you are right, in terms of Paleovalleys and deposits of geoarchaeological potential we do not use avoidance, instead we use data gathering and offsetting the impact by gathering information. Same way as you might do a trial trench on land or excavate and preserve records you also use that for the Paleovalleys and channels. Any geotechnical campaigns that will go out and collect cores ahead of putting any structures on the seabed would be subject to staged geoarchaeological assessment; Stage 1 look at cores identify which ones have archaeological potential and you move on to the next stage taking subsamples and recommending it for further assessment. Go onto Stage 5 which is a publication of all the material gathered to make sure it goes out to the public domain. The detailed mitigation will be outlined in WSI.</p> <p>END</p> <p>CP – Noted that it is important to make clear the methodology of the approach being adopted and the statutory basis for how mitigation measures will be delivered. Specifically, this should consider the adequacy of the approach</p>	

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	<p>adopted to assess the unknown historic environment, as may be encountered / jeopardised by construction.</p> <p>END</p> <p>PN – Asked for clarification on the preliminary deposit model presented.</p> <p>CH – The outlined preliminary deposit model, is included in the PEIR Chapter and will be further defined and detailed, together with the onshore team, but also throughout the process of the project using geotechnical data when available. Some available for Rampion 1 OWF but it is not overlapping, but can confirm blanking might have been peat, in some of the areas, cross-reference in the Technical Report.</p> <p>PN – Queried whether any further geotechnical investigations are planned and highlighted the need for the involvement of geoarchaeological specialists in the planning stages of any such investigations to ensure archaeological interests are appropriately considered. Further revision of Commitment 60 is likely to be required, to clarify that all intrusive construction activities.</p> <p>CH – There has not been any geotechnical data to date. Any geotechnical campaigns will follow an approved Method Statement and a staged approach as outlined in the WSI. Take Commitment 60 into account.</p> <p>NH – To add clarification, we are unlikely to be undertaking any further geotechnical until after construction, so not before DCO application.</p> <p>END</p>	
7	<p>NH thanked participants for the overrun and noted the meeting minutes will be circulated for review. Any particular queries that were not answered today, noted those down in the responses to minutes. We will endeavour to set up one-one meetings to close those out. Next round of ETG post Section 42.</p> <p>EW – Thank you for your time, patience, and feedback.</p> <p>END OF MEETING</p>	

# Meeting Minutes

**Date:** [23 / 03 / 2021 13:00-16:00]

**Meeting at:** Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group meeting – Onshore ecology, Hydrology and Nature Conservation (onshore)

**Attendees:**

- AD – [REDACTED] (RWE)
- AH – [REDACTED] (West Sussex County Council)
- AK – [REDACTED] (Wood Group UK Ltd)
- AP – [REDACTED] (Wood Group UK Ltd)
- BM – [REDACTED] (Adur & Worthing District Council)
- BR – [REDACTED] (Wood Group UK Ltd)
- DB – [REDACTED] (Environment Agency)
- DH – [REDACTED] (Sussex Ornithological Society)
- EW – [REDACTED] (RWE)
- FK – [REDACTED] (RWE)
- GD – [REDACTED] (Wood Group UK Ltd)
- GR – [REDACTED] (West Sussex County Council)
- JB – [REDACTED] (South Downs National Park Authority)
- JP – [REDACTED] (Sussex Wildlife Trust)
- JT – [REDACTED] (Royal Society for the Protection of Birds)
- KM – [REDACTED] (West Sussex County Council)
- LT – [REDACTED] (Land Research Associates)
- NB – [REDACTED] (Natural England)
- NR – [REDACTED] (Mid-Sussex District Council)
- RC – [REDACTED] (Wood Group UK Ltd)
- RP – [REDACTED] (Natural England)
- SB – [REDACTED] (Environment Agency)
- TW – [REDACTED] (recently taken over from [REDACTED]) (Environment Agency)

**Apologies:**

- SM – [REDACTED] (Mid-Sussex District Council)
- RK – [REDACTED] (Pevensey & Cuckmere Water Level Management Board)
- PK – [REDACTED] (Adur & Ouse Rivers Trust)
- HR – [REDACTED] (Royal Society for the Protection of Birds)
- AJ – [REDACTED] (Environment Agency)
- ES – [REDACTED] (East Sussex County Council)
- SI – [REDACTED] (East Sussex County Council)
- EP – [REDACTED] (Natural England)
- KB – [REDACTED] (Natural England)
- JM – [REDACTED] (Environment Agency)

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**To be presented / discussed:**

**Actions**

1 **Introduction**

The Scoping Opinion was received in August 2020. Since then, we have started working on the Preliminary Environmental Information Report (PEIR). This will be based on a reduced Scoping Boundary, that is the indicative PEIR Assessment Boundary.

The first round of ETG stakeholder engagement meetings took place in Q3 of 2020 as well as wider Project Liaison Group (PLG) engagement with specialist groups to disseminate information to the public.

An Informal Consultation for the general public was undertaken via the virtual village hall exhibition on the Rampion 2 website in January and February 2021. We also held a second round of PLGs and Parish Council meetings and provided members briefings for Local Planning Authorities (LPAs).

In parallel, we have sent requests to landowners for onshore surveys which will inform the PEIR and Environmental Statement (ES).

Offshore surveys have been completed as of February 2021. However, not all in-situ survey data will be available for PEIR but will be incorporated at ES. The PEIR chapters are currently in draft with the indicative PEIR Assessment Boundary to be refined with feedback from the Informal Consultation and ongoing consultation. The final PEIR Assessment Boundary will be communicated to ETGs prior to publication of the PEIR.

2 **Update on the Proposed Development**

We have been undertaking a design evolution process looking at the Scoping Boundary and taking into account environmental designations and sensitivities through desk studies and surveys, as well as technical engineering constraints and Informal Consultation feedback to identify the least impact feasible route. We have refined the areas of search for potential substations to three and have retained some optionality along the cable route. This is an ongoing process being informed by consultation feedback, landowner engagement and engineering considerations.

The offshore part of the PEIR Assessment Boundary is being refined as well to the east and north-west area in response to early engagement on shipping and navigation and visual impacts from a Seascape, Landscape and Visual Impact Assessment perspective.

RWE showed a map of the indicative onshore part of the PEIR Assessment Boundary with options remaining and a slight deviation outside the Scoping Boundary due to technical constraints including steep slopes. This indicative PEIR Assessment Boundary will be refined for the PEIR with some optionality retained. There may be areas of optionality in substation options and cable route options however this will be made clear in the PEIR and presented to ETG prior to publication of the PEIR.

RWE showed a map of the indicative offshore part of the PEIR Assessment Boundary with refinements to the east to move away from the Traffic Separation Scheme and to the west taking account of shipping, and seascape, landscape and visual impact assessment considerations. This is in the process of being refined.

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### 3 **Informal Consultation**

The COVID-19 pandemic has altered our approach to the Informal Consultation which was carried out through a virtual village hall. It was very well received. The Rampion 2 team is very pleased with the level of interest received through the Informal Consultation with over 6,000 visitors and over 250 Feedback Forms received.

The majority of the feedback came from coastal locations and from areas in close proximity to the onshore substation search areas. The main issues and considerations raised around the environmental impact of construction and a steer towards the opportunity to enhance habitats through tree planting, kelp restoration, flood protection, biodiversity protection. There were also some queries on the requirements and assessment that led to the need for a new cable route from Climping to Bolney rather than using the existing Rampion 1 cable route, and substation location.

All of this valuable feedback will be incorporated into the PEIR. The feedback will also be outlined in an Informal Consultation Analysis Report.

### 4 **Roadmap 2021**

The publication of the PEIR should occur by the end of Q2 2021. The Statutory Consultation (S42/S47/S48) will take place over six weeks consultation period in summer 2021. The Statement of Community Consultation will be with LPAs for the final consultation within the next week or so and will be published in advance of the Statutory Consultation. Taking into account of all the feedback from the formal consultation, RWE will submit its DCO Application towards the end of 2021.

The next ETG meetings are likely to occur in September 2021 (post-Section 42) and in December 2021 prior to the DCO Application. Exact dates will be shared in due course.

### 5 **Terrestrial Ecology**

AK introduced the purpose of the session which will cover survey progress, update on design changes relevant to terrestrial ecology and approach to the assessment.

AK thanked DH for his recent note on Bewick Swans which is very useful. This will be written up into the terrestrial ecology desk study. DH clarified that his note contains survey information for a survey carried out on 26 February 2021 and not 26 January 2021 as described in the text.

Winter bird survey data gathered between September 2020 and March 2021 will be incorporated into the PEIR chapter. The winter bird survey data was gathered through two intertidal bird surveys a month (high tide and low tide) and winter walkover surveys.

The intertidal survey works have taken place alongside the ongoing sea defence works near the car park at Atherington. This may be affecting the data but we have been noting the birds' responses to disturbance caused by the construction activities and disturbance by recreational activities.

### 6 **Winter bird survey update**

The winter bird survey update relates mostly to birds related to Special Protection Areas (SPAs), in particular the Arun Valley SPA and the Arun Valley Ramsar site.

We haven't recorded any Bewick swans during our visits to the area. To note, DH provided some survey information which records regular Bewick swans present monthly.

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These two accounts differ as the survey areas are different and don't overlap. Although the area to the west of Burpham (where Sussex Ornithological Society [SOS] are recording Bewick swans) is relatively close to where the onshore cable corridor is. In general, we are looking at the onshore temporary cable corridor plus 500m on either side of it. The site boundary is at its closest point around 500m from the location of the swans recorded by SOS and is separated by a woodland and is behind the peak of a hill.

Pintails, a feature of the Arun Valley Ramsar site, have been recorded however not in any location above MHWS. The peak of 18 birds related to birds flying along the beach front.

Shoveler are part of the assemblage features of the Ramsar site and the Adur Valley SPA but have been noted in the Adur Valley only (with a peak count of 15) which is over 15km away from the Arun Valley SPA. Based on literature, this area is not functionally linked as the typical range of shoveler on a day-to-day basis has been recorded at approximately 3.5km for foraging ranges.

Teal have been noted in similar fields to shoveler (areas of farmland flooded in winter). On the map (slide 4), the blue dot on the right-hand side is the area where teal has been identified. This flooded area was attracting the birds.

Wigeon is part of the assemblage features of the Ramsar site and the Adur Valley SPA. A peak count of 600 has been recorded in the Adur Valley. Where we identified wigeon in the Arun Valley the land is functionally linked to the SPA due to it being within 3.5km of the SPA boundary, the vast majority of the activity has been noted in water bodies to the north of St Magdalene's Church at Lyminster. Wigeon have been recorded regularly except in September. This area is within a few hundred metres of the onshore temporary cable corridor which is well screened by fencing and scrub-stroke woodland. Wigeon are using the waterbodies present in this area. In terms of the designated features of the Arun Valley SPA and Ramsar site, wigeon is the one where there is potentially the greatest amount of interactions.

Brent geese are a feature of Pagham Harbour SPA (12km west of the PEIR Assessment Boundary). A peak of 650 brent geese feeding in fields behind the seawall was recorded. In the Scoping Opinion, Pagham Harbour SPA has been scoped out of the assessment due to its distance from the Proposed Development. However, brent geese noted in the area will still be included in the PEIR.

The figure in slide 6 shows where the sea defence works are taking place. The indicative HDD compound where the cable will come up in a pit onshore. Within the white line is where the geese have been counted in numbers relatively regularly. It was noticed that in some of the arable fields, there has been scaring activity to move the brent geese off the fields. There have been no records of brent geese in an area of active construction works; they are all in the area where the cable would move or pass underneath them as the landfall would be made using horizontal directional drilling.

The full breakdown of birds recorded will be provided in the PEIR. It is worth noting that the intertidal area where the Climping beach SSSI follows outside the spatial scope of terrestrial ecology. Some Sanderlings have been noted in the area though not in large numbers.

GR mentioned Bewick swans and SOS records which was addressed earlier in the meeting. GR also expected to see more teal recorded in flooded fields in the Arun Valley. AK replied that the survey approach is a sample approach. The sample is focused on the

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corridor. In the assessment, we mention we have not recorded such species however, we acknowledge they could be present in the area on occasion.

GR asked about snipe. AK replied that areas are being scanned to avoid walking on crops and access has been limited to date. The current approach focuses on getting representative snapshots from vantage points along the route.

## 7 **Optioneering**

The focus has been on ensuring that the cable avoids SSSIs which it does. There should be no interactions with SSSIs along the route at PEIR. Discussions between engineering and environmental teams have ensured that no Ancient Woodland would be crossed or lost to construction.

The PEIR Assessment Boundary crosses four Local Wildlife Sites (LWS).

- The Atherington Beach and Littlehampton Golf Course LWS will be crossed using Horizontal directional Drill (HDD).
- Bines Green LWS will be crossed by trenchless method (the likely crossing also lying to the south of the LWS, but the red line boundary still overlapping).
- Sullington Hill LWS will be crossed by trenchless method. The existing farm track will be used as an access route. No physical works of open trenching will take place.
- Warningcamp to New Down LWS will be crossed using open-trenching. The Source Protection Zone prevents it from being crossed using a trenchless method. In addition, the route cannot be moved as it would place it in Ancient Woodland. The PEIR will set out the approach to mitigation at this location.

GR stated being pleased about Sullington Hill LWS being crossed by trenchless methods.

### **Worst case Scenario for PEIR**

When there are a number of route/substation options, the number of combinations can be multiplied very rapidly. There are currently 96 possible combinations.

Rather than providing 96 assessment with similar outcomes, we have determined a cumulative worst case. This takes into account phase 1 habitat survey data (covering over 50% of the PEIR Assessment Boundary) with the remote sensing truthing data and filled in with satellite info where there have been route changes. Together, this provides an overall data set covering all habitats in the area which is robust at this stage of the process. This information was then used to determine how much semi-improved grassland, broad-leaf woodland, arable land, etc. would be lost for each of these 96 possible combinations. We then looked for the maximum loss per habitat type for each of these 96 combinations which is then used as the basis for the assessment.

This information is aiding the design evolution process. The PEIR will present the worst-case scenario lost and the range quoted of potential percentage lost.

AK asked for feedback from participants on this approach. There were no comments made by attendees.

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## 8 **Modified survey approach**

Due to the degree of optionality remaining and access considerations, we are looking to slightly modify our survey approach. The same types of surveys will be carried out. However, for certain types of surveys (e.g. bats and dormice) we are looking to change the approach from trying to cover all the major habitats (e.g. all the hedgerows for bats) along the route to more of a sampling approach. For bats, this would be 9 areas with transects for activity surveys. All three substation search areas would be covered. Along the cable route, we would focus on 3 sections.

This approach will provide a good understanding of habitats, where issues might be and how to mitigate them. This is a slightly unconventional approach hence why it is presented at this meeting. However, it is an approach that has been used by other DCOs for issues around access or timing.

NB indicated that some areas of the route fall in close proximity to the 12km buffer of the Mens SAC. Natural England requested that impacts on SAC bats species be considered. AK replied that the PEIR Assessment Boundary overlaps by approximately 35ha with the 12km buffer zone and this overlap area is in close proximity to Sullington Hill. We do have a transect that is drawn through that particular location. We can share final transects once confirmed so that consultees can confirm these are representative of the area and to provide an opportunity to make recommendations. NB replied being glad this is being considered.

DH asked whether the sampling approach covers breeding birds surveys. AK replied this will not be the case. Breeding birds surveys will cover the whole PEIR Assessment Boundary as far as possible.

## 9 **PEIR Assessment Scope**

The PEIR assessment is heavily informed by the Scoping Opinion.

Following the Chartered Institute of Ecology and Environmental Management guidelines, further scoping has been considered. Aspects with suitable information or suitable embedded environmental measures are available, have been scoped out. These include:

- Pollution control and invasive non-native species – scoped out based on the detail of environmental measures provided in the PEIR.
- Changes in hydrology – this will be considered in the Water environment assessment which will include effects on ecological receptors.
- Electromagnetic Field and cable heating – scoped out based on pre-existing information.

Aspects scoped in for detailed assessment:

- Land take and land cover change – with regards to habitat and functionally linked land for wildfowl and barbastelle bats of the Mens SAC.
- Fragmentation.
- Disturbance sources such as noise, light and vibration.

At this point, we have taken a precautionary approach where information may be missing, we have said there is potential for a significant effect however we will be looking



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to get more information to provide a more detailed assessment and reduce these effects at ES stage.

RP said she was glad to see fragmentation scoped in for detailed assessment. For such a long linear scheme, would want to see how it affects the functionality of habitats and ecosystems as looking at habitats without considering their functionality would not provide a true picture of the impact.

AK added that at PEIR stage, not all of the information will be available. Areas that have not been surveyed will require the use of remote sensing although remote sensing does not identify all hedgerows. The PEIR will touch on fragmentation however more information will be provided in the ES.

10 **Water environment**

GD presented the purpose of the session which is to provide a summary of progress of work since last meeting and to present the direction we are heading towards for the PEIR. GD will cover the PEIR assessment and RC will cover the Flood Risk Assessment.

11 **Progress since last meeting (slide 3)**

The baseline understanding has developed. This has influenced the design evolution process including the onshore cable corridor and onshore substation search area selection process, which will in turn provide evidence to support the (flood risk) Sequential Test.

Since the last ETG meeting, further stakeholder discussions have been undertaken.

The water team have been feeding into the development of embedded environmental measures.

The technical appendices such as the Flood Risk Screening Assessment which will accompany the PEIR Water environment chapter have been further developed.

12 **Stakeholder discussions (slide 4)**

A discussion was held with the Environment Agency regarding a broad range of flood risk topics including the future of an existing sea defence along Climping sea frontage; and tidal flood risk in the Arun and Adur catchments; and the Environment Agency's role as the Internal Drainage Board (IDB) for the River Arun IDB district.

There has also been ongoing engagement with Local Authorities, principally covering data requests for information on existing private water supply (PWS).

There has also been ongoing engagement with WSCC on relevant flood risk policy, and historical flood risk information to inform the baseline assessment.

13 **Emerging development proposals (slides 5, 6)**

There will be a number of watercourse crossings. Permanent crossings along the onshore cable route will be under the watercourses and not in-channel crossings. Environment Agency Main Rivers will be crossed by trenchless method (possibly HDD) to avoid any interactions with the Main Rivers and their flood defences as well as their flood plains where possible. The landfall location will be crossed using trenchless methods as well.

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Other watercourses will be crossed by open cut methods which would lead to direct interactions with the watercourses. This is of particular relevance in the Arun IDB District.

At Main Rivers where there will be trenchless crossings, there will be no temporary crossing for the haul road therefore avoiding interactions with Main Rivers. All other watercourses will be crossed using culverts or clear-span bridges depending on size and sensitivities watercourses and crossing requirements.

### **Draft PEIR chapter structure (slide 7)**

The chapter will cover a range of aspects including:

- The spatial scope of the assessment which will be presented in the next slides.
- The baseline section which has been informed by a number of desk study sources:
  - WFD water body data (EA Catchment Data Explorer)
  - Hydrological gauging data (EA/ NRFA)
  - Geological and hydrological Data – BGS
  - Registered water resources Data (e.g. EA, ADC, HDC, MSDC)
  - Designated Sites (Defra/ Natural England)
  - Flood Risk (Open Gov Fluvial flood zones, RoSWF, defences etc)
- Desk Baseline Assessment undertaken to identify potential receptors:
  - WFD water bodies (TraC, River, Coastal)
  - Conservation sites, ponds and springs
  - Water resources (public water supplies, licensed abstractions, private water supplies)
  - Flood risk receptors (informed by the findings of the Screening Report)
- Technical appendices, including Detailed Baseline Report and FRA Screening Report
- Extended design parameters (including links to the draft crossing schedule)
- Expansive set of embedded environmental measures – including Scoping & PEIR Commitments
- Assessment of potential effects for each proposed phase (Construction, Operation and Maintenance and Decommissioning)
- Preliminary assessment of cumulative effects taking into account other relevant developments.

### **Spatial scope (slides 8, 9, 10)**

The water environment study area covers water bodies that are intersected and downstream of the Proposed Development which includes transitional watercourses the

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Arun and Adur and their associated river waterbodies intersected by the cable route. It also covers the groundwater WFD water bodies which are overlain by the PEIR Assessment Boundary.

### **WFD Screening (slide 11)**

The spatial scope has informed the PEIR baseline and helped identify which WFD water bodies have been screened in for preliminary assessment.

Embedded environmental measures have been incorporated to minimise disturbance and avoid significant effects on those identified bodies and other receptors.

Those bodies will be considered further (with other aspects including offshore aspects) within a concise standalone WFD Assessment appendix at the ES stage.

### **Embedded environmental measures**

There has been a large suite of embedded environmental measures proposed. The key areas and themes include:

- working in the floodplain;
- access route construction;
- watercourse crossing methodologies;
- stand-off distances adhered to for soil stockpiles;
- abstractions should be avoided as much as possible, but appropriately protected if they cannot be avoided; and
- pollution prevention and remediation as well as consideration for de-watering and appropriate treatment.

In Burpham and Warningcamp, there are source protection zones (SPZ) that needed to be navigated along with other constraints such as LWS. Some commitments outline that proposed activities will be steered away from the inner SPZ1. There will be no drilling or storage of hazardous materials in any SPZ. For other smaller abstractions, the contractor will identify any that require appropriate protection.

### **Flood risk – FRSA for PEIR (slide 14)**

The Flood Risk Assessment for PEIR will have the following structure:

1. Introduction
2. Planning context and requirements
3. Site characteristics (local relevant hydrology)
4. Scheme description (lifetime, permanent, construction, vulnerability classifications)
5. Flood sources (flood risk baseline & climate change)
6. Assessment of flood risk
  1. Identification of potential receptors

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2. Identification of potential risks
7. Flood risk management (embedded environmental measures)
8. Planning requirements
9. Summary and conclusions

The Flood Risk Screening Assessment at PEIR aims to identify the context for the Flood Risk Assessment that will accompany the ES. It will be focused on sources, receptors and draft embedded environmental measures.

No quantitative assessment at specific receptors will be provided at PEIR as there has not been a need to due to the avoidance of flood risk where possible along the cable corridor and draft embedded environmental measures which target the risks identified. There will not be specific embedded environmental measures identified at the onshore substation search areas at PEIR. Design of the onshore substation is not yet available for assessment; flood risk measures will be considered at ES stage.

### **Flood risk – Initial screening of all sources (slide 15)**

The sources of flood risk screened in are presented in slide 15 and comprise tidal, fluvial, surface water, groundwater and artificial sources.

Sewer flooding has been screened out due to rural location of the majority of the site.

### **Flood risk – Maps**

The baseline has been informed by the Environment Agency Flood Map for Planning (slide 16). The onshore cable corridor (in dark blue) has been routed to avoid flood risk wherever possible.

The onshore cable corridor starts at landfall in the river Arun floodplain then passes through the river Arun tidal and fluvial floodplain (for approximately 4.5km of the onshore cable corridor) before crossing the South Downs which is largely flood-free. The onshore cable corridor then goes through areas of flood risk associated with the river Adur catchment at the northern-eastern end.

The map on slide 17 shows that the onshore cable corridor crosses through the Ryebank Rife between 0 and 1km before crossing the river Arun at 2km and Black Ditch at 3.2km.

The onshore cable corridor then meets the river Adur catchment again with crossing of the main river at 27.5km. (slide 18) Lastly, it crosses through Cowfold stream (slide 19).

### **Flood risk- Tidal – Lower Arun Modelling (slide 22)**

RC presented the Environment Agency flood mapping for the lower Arun modelling. It shows the present-day flood hazard overlain on the Environment Agency map. The highest hazard is expected closest to the coast. Zero to half a kilometre has been routed in an area with lower risk. An approach of avoidance has been taken for the compound at landfall which will be in a Flood Zone 1 area. The next area is in 'Danger for All' before a trenchless crossing underneath the Ryebank Rife and the River Arun. The route then goes through the floodplain on the eastern side of the river Arun which is a lower tidal flood

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risk indicated by the null/low/danger for some rating. It then passes through an area of higher risk (danger for some/danger for most) from 2.3 to 4.5km.

Slide 23 shows the fluvial flood risk with the present-day 1 in 20 years (5% AEP in dark purple), hundred year (light purple) and hundred year plus climate change (light pink).

There is very little fluvial flood risk interaction beyond the 5km mark until reaching the River Adur catchment at the north eastern end of the route. The fluvial risk associated with the non-Main Rivers is covered under the discussion of the surface water flood maps). The main area between 1 and 4.5km involves a few sections in the functional floodplain. Measures are proposed to minimise the risk in those areas. The section between 1 and 2km is within the climate change flood extent which is 20%.

#### **Flood risk- Fluvial – Climate change (slides 24, 25)**

Slide 24 present the requirements of climate change. There is no requirement for the H++ sensitivity test in National Policy Statements EN-1, EN-3 and EN-5 and therefore is not required for this assessment.

The most extreme event to be considered is the 'Upper End' which is associated with essential infrastructure in Flood Zones 2, 3a and 3b. The logistics compounds, construction works and substation are not relevant as these are in Flood Zone 1 or not in the Lower Arun floodplain in the case of the substation search areas. The 25% allowance is being considered. This compares with the existing EA modelling of Lower Arun which includes a 20% fluvial allowance. The intent is that the model will not be run again to account for the additional 5%. Instead, as observable from the mapping, we are already in significant areas of flood risk and high hazard in terms of the tidal events and therefore, a precautionary approach is to be taken in terms of environmental measures proposed so that the additional 5% allowance makes no material difference to the flood risk once the measures are incorporated.

In the 'Higher central' allowance, the logistics compounds could be classified a less vulnerable development. This will be determined once we have a better understanding of the activities taking place in those. At this stage, they are considered essential infrastructure as a precautionary approach.

For watercourse crossings, the 20% allowance will be used rather than the 10% allowance to avoid re-ruining the model. A proportionate approach is being taken.

In the River Adur catchment, the approach is to avoid fluvial flood risk wherever possible. The 0.1% AEP flood map event is being used as a proxy for the 1% AEP plus climate change as a precautionary approach to inform the approach of avoidance.

#### **Flood risk – Potential fluvial/tidal off-site receptors (slide 26)**

Five potential risks of fluvial and tidal sources have been identified:

- The Mill at Climping
- Atherington
- Climping Park
- Brookside Caravan Park
- Church Lane

See map on slide 26 for their location.

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### **Flood risk – Surface water flood maps**

There is a general lack of surface water flooding risk present in the first 2 thirds of the corridor (slides 27, 28, 29) due to the rural nature of the area and the underlying geology creating very little run-off.

Where the underlying geology becomes Weald Clay (slide 30), there is more run-off and flooding in the watercourses along the corridor. There are also more crossings of ordinary watercourses to consider all the way to the three substation search areas (slide 31). For the watercourses not modelled by the Environment Agency in their fluvial models, the surface water flood map extents will be used as a proxy for fluvial flooding. The 1 in 1,000 surface water extents will be used as a proxy for 1 in 100 +CC fluvial.

Wineham Lane North has a watercourse along the northern boundary and some minor flood pathways across the area during the most extreme events (slide 32).

Bolney Rd/Kent St has flood pathways flowing through the area which may require measures to capture flows at the boundary and routing around the area or to maintain flows within existing corridors.

Wineham Lane South has flood pathways running north to south and west to east across the area.

### **Flood risk – Draft flood risk embedded environmental measures (slides 35, 36)**

There are approximately 40 measures being considered for PEIR. A selection of the key ones were presented, relating to avoiding loss of floodplain storage in fluvial floodplain:

- Cable joint bays will be completely buried, with the land above reinstated to pre-construction ground level, with the exception of link box chambers where access will be required from ground level (via manholes). Once constructed joint bays and link box chambers will be resilient to flooding. (a similar measure is proposed for the cable itself in the fluvial floodplain).
- Where potential flood risk receptors could be impacted by a loss of floodplain storage and/or impacts on floodplain conveyance, soil stockpiles\* will be located outside of the fluvial floodplain (Flood Zone 3) wherever possible. Where not possible, further assessment will be undertaken in the Flood Risk Assessment (FRA) and further measures will be proposed to address this where necessary.
- In the fluvial floodplain (Flood Zone 3), temporary trackway (rather than raised stone roads) will be utilised for the temporary haul road and access routes wherever practicable.
- Where use of trackway is not possible and potential flood risk receptors could be impacted (to be identified in the FRA), access routes (and working areas) in the fluvial floodplain will be as close to ground level as possible to avoid impacting flood flow conveyance and loss of floodplain storage (a slight raised surface is often required to allow for drainage).

In relation to tidal flood risk, soil stockpiles in the tidal floodplain will have regular gaps to prevent floodplain compartmentalisation.

A number of additional measures are summarised in slide 36 and cover watercourse crossings, emergency response plans and drainage.

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### **Next steps**

Key data supporting the baseline will be updated at ES stage.

A site walkover will be undertaken, with a particular focus on the landfall and watercourse crossing points. It will be used to complete the detailed baseline desk studies.

The FRA and WFD Assessment will be completed at ES stage

### **Questions**

DB queried whether the Rampion 2 cable route coincides with the Rampion 1 route at all and whether lessons learned from Rampion 1 crossings of ordinary watercourses was being taken into account (with particular interest in crossings in the River Adur catchment). DB being primarily concerned with impacts on ecology in minor watercourses (as open cut and culverts may be used). DB acknowledged/liked the approach suggested by RC of sizing temporary culverts based on nearby culverts located up or downstream. AP pointed out that the route does not coincide with the Rampion 1 route. RC advised that we would welcome any advice regarding lessons learned from Rampion 1 and asked for these to be passed on. RC also acknowledged the West Sussex Culvert Policy – reference is made to this in the FRSA.

### **Ground conditions**

BR presented the agenda which covers the scope of the assessment, the PEIR Assessment Boundary, progress since Scoping, supporting studies update, initial findings of PEIR and next steps.

### **Scope of the Assessment**

Scope of the Ground Conditions assessment covers:

- Land contamination
- Geohazards
- Geodiversity

Following WSCC feedback at Scoping, minerals safeguarding will also be included in the Ground Conditions chapter.

### **PEIR Assessment Boundary**

Ground Conditions study area was refined using the onshore elements of the PEIR Assessment Boundary and the Zone of Influence (ZOI) principles agreed at Scoping:

- along the route of the onshore cable corridor a ZOI 250m from the edges of the onshore cable corridor; and
- around the onshore substation, a ZOI 500m around the boundary of the land required for the substation.

This allows the assessment to take into account the potential for Rampion 2 to impact on receptors and offsite receptors to impact on the receptors linked to Rampion 2 particularly around the substation.

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The same principles are expected to inform the ES study area.

### **Progress since Scoping**

Ground conditions information has informed the design refinement process. It is an iterative process with ground conditions constraints continuing to be fed into selection of onshore cable corridor route and substation location.

For example, the authorised landfill (purple) and geodiversity site/ quarry (green) at Washington is being avoided (slide 5) and therefore avoids the potential for impacts on geodiversity sites or on land contamination from the landfill.

Ground conditions have informed the environmental measures:

- measures being updated from Scoping in response to feedback (e.g. details on 110% capacity for bulk fuel storage); and
- additional measures being drafted based on the initial findings of the PEIR assessment (e.g. decommissioning plans, storage of hazardous materials outside SPZs, structural designs in accordance with design standards).

### **Supporting studies update**

The Desk Study will accompany the PEIR chapter as an appendix; it is akin to the preliminary risk assessment in the land contamination guidance. It is being used to summarise the geo-environmental data gathered to date. It sets out the preliminary assessment of baseline risks based on a Conceptual Site Model. The model will be used to inform changes in risk profile through construction into operation and decommissioning phases.

We have now procured the Groundsure report which includes the environmental data and historic mapping for the study area based on the onshore part of the PEIR Assessment Boundary. It is likely that the data will cover a wider area than the final ES study area.

The action from the last ETG meeting regarding a request for information to the Environment Agency regarding landfill data. This has now been received and been incorporated into the desk study.

We will look to share the draft desk study before PEIR if possible, for review and comments.

The minerals team are reviewing quarry and minerals safeguarding areas using data from local plans and other sources to inform the minerals safeguarding assessment.

### **Initial findings of the PEIR**

The majority of the study area is agricultural land.

We have identified a number of sources of contamination – either historic or current ones:

- three historic landfills to the west of Littlehampton;
- authorised landfill at Washington;



Continued...

- in-filled ponds, quarries and railway lines (with materials that are not necessarily documented) identified from historical mapping data;
- historic petroleum tanks associated with a vehicle showroom and former service station near Washington;
- sewerage treatment works at Partridge Green; and
- commercial/industrial properties at Oakendene Industrial estate.

The desk study also includes other sources of contamination such as shallow rock head, soft ground which could have an impact from a geo-hazards perspective and will be included in the assessment.

### **Initial PEIR findings**

From the desk study, the Conceptual Model of where sources and receptors have been used to consider the changes from baseline to the construction phase.

For the construction phase assessment:

- Key environmental measures taken into account around COCP, MMP, storage of fuels, unexpected contamination protocols, UXO, geo-hazards and more.
- Likelihood of mobilisation of contamination increases from baseline in areas where onshore cable corridor passes through potential sources of contamination resulting in minor adverse effects (not significant). The primary areas for this risk are the landfills around Littlehampton.
- Change in risk profile for damage to infrastructure, damage to geodiversity sites (cable corridor has been routed away from geodiversity sites in Washington and near Warningcamp), UXO encounter and accidental spillages assessed as negligible (not significant).

Most ground conditions risks occur at the construction stage.

Operation and maintenance phase assessment:

- Key environmental measures taken into account around land being suitable for the proposed use and no oil filled cables. No need for remediation is anticipated at this stage. However, remediation would be taken into account if contamination encountered.
- Change in risk profile is expected to be negligible (not significant).

Decommissioning phase assessment:

- Key environmental measures taken into account around decommissioning plan, construction phase controls and cables left *in-situ*.
- Change in risk profile expected to be negligible (not significant).

### **Initial PEIR findings**

Continued...

For the cumulative effects assessment (CEA), the main assessment ZOI is doubled to account for receptors shared with 'other developments. This CEA ZOI covers 500m around the onshore cable corridor and 1km around the substation search areas.

Based on the list of developments, eight other developments have been identified for ground conditions for PEIR. All of these eight developments need to comply with UK guidance on land contamination, to be suitable for use and to adopt standard good practice land contamination measures during construction. Therefore, no cumulative ground condition impacts identified.

There are no transboundary impacts identified either.

### **Next steps**

The minerals safeguard baseline and PEIR assessment will be finalised.

Subject to covid-19 and land access, we are planning a site walkover survey to ground-truth the desk study. Once the survey has been carried out, the desk study will be updated for the ES which will also be informed by stakeholder feedback at PEIR.

Preliminary assessment at PEIR will be refined to reflect the final onshore substation and cable corridor along with any updates to the desk study.

Stakeholder feedback on the desk study and PEIR Ground conditions chapter will be reviewed once PEIR is published.

Additional ETG meetings will be organised to provide updates/seek agreement on baseline and assessment.

TW from the Environment Agency stated that what has been presented sounds reasonable with no concerning matters although he is new to the project and therefore will feedback anything through Sophie Brown. AP added that TW will be added to communications going forward.

### **Soils and Agriculture**

LT presented the agenda for the Soils and Agriculture presentation. Which covers progress since Scoping, the PEIR assessment, stakeholder engagement and next steps.

Since Scoping, the PEIR Assessment Boundary has been refined which has allowed for the plotting of survey observation points to inform the baseline. There are currently approximately 690 observation points which will be narrowed down as the design progresses.

For the PEIR assessment, the chapter has been drafted using readily-available information. The agricultural land quality information is based on reconnaissance Agricultural Land Classification (ALC) data produced before the revision that divided the land into Best and Most Versatile and Not. Currently, only grades 1, 2, 3, 4 and 5 are shown with no division of grade 3 into subgrades 3a and 3b. For the purposes of the assessment, grade 3 land will be assessed as subgrade 3a this allows us to over assess the effects that the Proposed Development may have.

Embedded environmental measures include implementation of appropriate soil management practices in line with the code construction of practice. For example, using low ground pressure machinery to reduce compaction on soils, minimise storage time of stockpiles and stockpiling resources separately to maintain high-quality resources. A site-

Continued...

specific soil management plan will be likely be implemented using the baseline soils data gathered to aid the protection of soils.

The initial assessment indicates most adverse effects associated with potential loss of topsoil through construction works which is aimed to be minimised through the soils management plan and appropriate environmental measures.

LT presented a figure showing the ALC Grade produced using the reconnaissance maps (slide 5).

Following the baseline survey, we will have a much more detailed understanding of the agricultural land classification grades along the onshore cable corridor.

The proposed survey observations points were sent to Natural England. These observation points are currently set at 1 observation per hectare for temporary construction compounds and 1 observation per 100m along the onshore cable corridor.

Next steps will be to finalise the PEIR assessment with the PEIR Assessment Boundary. The baseline information is to be secured through the detailed soils and ALC survey which will be carried out once land access is secured. Finally, the ES assessment will be undertaken through a refinement of the PEIR assessment and reflecting the results of the soils and ALC survey data and the refinement of the final onshore substation search area and onshore cable corridor.

#### **AOB**

EW thanked participants for attending and contributing useful feedback.

**Rampion 2**  
**Evidence Plan Process: Physical Processes, Water Quality, Benthic Ecology and Fish Ecology**  
**Expert Topic Group Meeting**

**Date:** 24/03/2021

**Location:** Videoconference via Microsoft Teams

**Attendees**

██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (FS)	MMO	Case Manager
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist
██████████ (LSC)	Cefas	Fish Ecology Specialist
██████████ (MG)	Cefas	Fisheries Regulatory Advisor
██████████ (CR)	Cefas	Shellfish Advisor
██████████ (JE)	Cefas	Benthic Ecology Specialist
██████████ (SWal)	Cefas	Coastal Process Specialist
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (AA)	Natural England	Fish Ecology Specialist
██████████ (SB)	Environment Agency	Sustainable Places Planning Advisor
██████████ (DB)	Environment Agency	Technical Officer Fisheries
██████████ (SWar)	Sussex Wildlife Trust (SWT)	Living Seas Officer
██████████ (CP)	The Wildlife Trust (TWT)	Marine Planning Officer
██████████ (EL)	Sussex Inshore Fisheries & Conservation Authority (IFCA)	Conservation and Research Manager
██████████ (DL)	ABPmer	Physical Processes Specialist
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (AdB)	GoBe Consultants Ltd	Benthic Ecology Specialist
██████████ (FM)	GoBe Consultants Ltd	Benthic Ecology Specialist
██████████ (SM)	GoBe Consultants Ltd	Physical Process Specialist
██████████ (SL)	GoBe Consultants Ltd	Fish Ecology Specialist
██████████ (EW)	RED	Consents Manager – Rampion 2
██████████ (FK)	RED	Consents and Stakeholder Manager
██████████ (AD)	RED	Environmental Specialist – Rampion 2
██████████ (NH) – Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (KJ) – Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager

**Apologies**

██████████	Cefas	Fisheries Specialist
██████████	Natural England	Case Manager
██████████	Environment Agency	Marine Ecologist
██████████	Environment Agency	Sustainable Places Team Leader
██████████	TWT	Senior Marine Planning Officer
██████████	East Sussex County Council	Head of Planning & Environment
██████████	APBmer	Physical Processes Specialist
██████████	RED	Project Manager – Rampion 2

Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Updates on the Proposed Development and activities undertaken to date
3a	Physical Processes <ul style="list-style-type: none"> <li>• High-level summary of baseline data collection since previous ETG</li> <li>• Approach to additional Wave modelling undertaken</li> <li>• Discussion on any comments received / or raised during meeting on the Method Statement</li> </ul>
3b	Water Framework Directive (WFD) Assessment
4	Benthic Ecology <ul style="list-style-type: none"> <li>• Update on benthic surveys completed to date</li> <li>• Benthic indicative habitat modelling approach</li> <li>• Discussion on any comments received / or raised during meeting on the Method Statement</li> </ul>
5	Fish Ecology <ul style="list-style-type: none"> <li>• High-level summary of baseline data gathered since previous ETG</li> <li>• Benthic indicative habitat modelling approach</li> <li>• Discussion on any comments received / or raised during meeting on the Method Statement</li> </ul>
6	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	NH ran through introductions and ETG presentations outlined for the meeting and general housekeeping. Also made participants aware that the ETG meeting was being recorded. <b>No objections noted.</b>	
2	<p>EW provided a project update. The Scoping Opinion was received in August 2020, which has led to the Preliminary Environmental Information Report (PEIR). We have worked through a process whereby the PEIR Assessment Boundary has been reduced since scoping as part of the ongoing process. We have held the first round of ETGs stakeholder engagement and carried out several Project Liaison Group (PLG) meetings in Q3 2020 and more recently prior to the informal consultation. Carried out informal consultation in January/February 2021, via a virtual village hall exhibition. We have also undertaken a second round of PLG, Parish Council and Local Planning Authority members briefing. The onshore surveys are ongoing to inform PEIR and the Environmental Statement (ES). We have completed offshore surveys in March 2021, so some of the data will not be included in PEIR but will be incorporated at ES. The PEIR boundary is currently in draft, and the indicative PEIR boundary changes will be communicated to ETGs prior to publication.</p> <p>In terms of the Proposed Development, we have undertaken a design evolution process, over the last few months, looking at the Scoping Boundary to define</p>	

Agenda Item	Notes	Actions
	<p>both the onshore cable route, which was a broad route identified during Scoping process. We have also looked at technical constraints, providing an in-depth review of the process to identify the least impact feasible routes. We have refined the area of search for the substation, moving from a number of different options originally identified and refining down to three areas of search and have maintained possible optionality along the cable route. We issued a broad cable corridor route to ETG members at the start of informal consultation. The issues and concerns raised in those consultations and feedback has helped to inform further cable route refinement and substation site location. We are working through responses to look at reducing optionality and informing methodology. We are in ongoing discussion with landowners to agree on routing e.g., access points and working with the engineering team to minimise disruptions across, particularly sensitive designation locations. For offshore there have been refinements to the east of the site and the north-western edge in response to early engagement with shipping and navigation interests but also following conversations with statutory bodies.</p> <p>EW presented <b>Slide 6</b> which showed an overview of the proposed PEIR Boundary and the refined onshore cable route within the Scoping Boundary, leading to areas of search for the substation at Bolney. There is a slight deviation outside of the Scoping Boundary following a site visit which was undertaken in summer 2020, where we identified some serious technical and environmental constraints and have refined by 50m.</p> <p>EW presented <b>Slide 7</b> which confirms the refined offshore boundary. The black boundary was the original Scoping Boundary, and the red dotted line is the proposed indicative boundary, provide at PEIR. EW noted that concerns regarding views from Beachy Head and heritage coast, and proximity to shipping lanes were raised.</p> <p>EW presented the informal consultation. This has been undertaken over the last couple of months. Due to COVID-19, we have had to undertake a virtual village hall, which has worked well. We set up a virtual village hall on the RWE website, with over 6000 visitors to the exhibition. This was an awareness-raising exercise and not broadly advertised – social media, newspapers. We received over 250 feedback forms from the local community and interest groups. The majority were from coastal locations and closest to onshore substation search areas. The main issues of concern were on the environmental impacts of onshore construction and taking an opportunity to enhance/mitigate any environmental impacts, e.g., kelp restoration proposal off the Sussex Coast. We also received queries on the new cable route, given the Rampion 1 Offshore Wind Farm (OWF) cable route, and looking for an understanding as to why that was required. We are producing preliminary feedback from that informal consultation in support of the formal consultation.</p> <p>EW presented the roadmap for 2021. The Development Consent Order (DCO) application will be based on the responses and incorporating the feedback and we are looking at submission towards the end of 2021. In terms of further ETG meetings, the next Round will be completed over the next couple of weeks. We are also looking at a post Section 42 consultation in September 2021. Based on</p>	

Agenda Item	Notes	Actions
	<p>feedback from other ETGs, we will make sure to communicate the agreed dates for those soon.</p> <p><u>Comments/questions:</u> None raised.</p>	
3b	<p><i>SWal confirmed as representative for Physical Processes from Cefas.</i></p> <p>DL presented an overview of the agenda for the presentation and updated participants on activity undertaken since the last ETG in September 2020. The project-specific geophysical survey data, previous surveys related to Rampion 1 OWF provide a sufficient amount of metocean data and sediment grab samples, as well as third party regional studies. In addition to desk-based work, there is a numerical model for the assessment of potential impacts on waves.</p> <p>DL presented the study area, which encompasses an area that will contain any sediment plume effects and represented that by defining a spring tidal excursion buffer around the Scoping boundary. The orange buffer is the extent to which water may travel within the development where disturbance of seabed sediment or any other activities where water might travel to within one tide. It is realistic to say that is the maximum extent of any plume effects for the purposes of this aspect. Purple is realistically any impacts or effects on waves which extent to adjacent coastlines. This is the area within which we expect any meaningful effects to be felt e.g., anything to do with the wave regime, anything to do with currents, as defined by the spring tidal excursion buffer.</p> <p>DL presented a range of information and studies of key coastal processes data sources to inform the physical processes baseline. The list included a geophysical survey of the Rampion 2 study area and a benthic survey and previous metocean, benthic and geophysical surveys from Rampion 1 OWF and the original Round 3 Zone 6 area. Along with a range of larger hindcast databases, which provide very long-term near-complete coverage of historical data (e.g., wave, water level, current speed and direction) as well as several measured data sources to validate the accuracy of data types.</p> <p>DL presented the geophysical survey data, which is continuous and covers the entire Scoping area and indicates a lot of detail within the site. This includes areas that are subject to bed formation, i.e., more sediment present/mobility. DL noted there are general areas of deeper water in the south-eastern part of the site - a larger regional extent of survey data (paleovalley system through the English Channel). These features although submerged and partially infilled by more recent mobile sediments, have a different character to the rest of the site. ABPmer has taken this into account for assessment.</p> <p>DL presented the tidal regime. The diagrams on the left are from Rampion 1 OWF metocean reports (two sites shown). This includes good quality data, current speed and direction, profile information and water level for the same period. Both the array and export cable corridor are in a macro tidal setting. The tidal range around springs is 4m on the western boundary, increasing to 6.5m on the eastern boundary – relatively large for the UK. Storms surges do occur and add approximately a metre to the standard tidal range. Tidal currents drive the majority of sediment transport, and the patterns of current speed are important to understand the knock-on effect of any potential changes to tidal currents due to development. On a spring tide they can peak up to <math>\sim 1\text{m/s}^{-1}</math>, there is a definite</p>	

Agenda Item	Notes	Actions
	<p>asymmetry, every other peak which is every Flood tide to the east is slightly stronger than the nearby Ebb tides, as a result, there is a net movement of water and resulting in a net eastward transport of sediment through the area. The wave regime from the area is dominated by waves coming up and from the North Atlantic, as a result, waves are predominately from the southwest, which is also the predominant wind direction. This produces a wave climate that is very consistent from the southwest/south-southwest. This is driving the majority of the coastal processes along the adjacent coastlines. We have a good understanding of everyday and extreme environment from the hindcast model information. We are looking at a range of frequent, low energy, everyday conditions and infrequent high energy storm events. Important for sediment transport and coastal processes.</p> <p>DL presented coastal characteristics. The landfall (Climping) area of search is partially managed, with some berms and other natural protection, along with a managed harbour entrance, which is a hard constraint. The aerial imagery shows exposure of rock and other hard substrates in the nearshore subtidal. The regional studies show net sediment transport is west to east, south-westerly wind direction which is pushing sediment along the coastline. We have good information on historical bed level change based on a comparison of LiDAR data. The new geophysical survey data comes up to coastline and beach area, high-resolution data. DL asked if there were any questions. <b>None raised.</b></p> <p>DL presented the assessment approach techniques. We will undertake an evidence-based approach for the assessment of potential impacts on hydrodynamics and in relation to sediment plumes/disturbance. We will draw an understanding of the relevant processes from wider literature/evidence-based, surveys and model hindcast data. We will look at previous assessments in similar environmental settings, including numerical modelling. This will be conservative when defining the maximum design scenarios/worst-cases for each assessment. It is a desk-based assessment for potential impacts, it is a quantitative method, such as characterisation for sediment plumes, detailed spreadsheet model to track the likely dispersion, concentration and deposition thickness from each scenario. The method is realistic in terms of recognising sands and gravels which will return to the seabed within a short time, e.g., the distance of disturbance. Whereas silt and other fine sediment stay in suspension and be carried by tidal current and subject to wide dispersion within a relatively short period of time e.g., hours to days. The methods used aim to quantify the resulting suspended sediment concentration (SSC) and deposition thickness, for other aspects. None of the physical processes' receptors will be sensitive to changes in SSC or deposition.</p> <p>Desk-based assessment for estimating dimensions and volume of scour around foundations and cables and potential effects of cable protection and sand wave levelling to assist in cable burial. We have looked at in detail with a similar project, the evidence based on observations in the field and discussion documents are established, using those as references for assessments. The assessment for any impacts at landfall due to direct activities to install the cable will be undertaken as a desk-based assessment. It is difficult to model impacts in detail and cannot simulate those in a numerical environment. We will make informed judgements on the likely outcomes. Based on the feedback from</p>	



Agenda Item	Notes	Actions
	<p>stakeholders, ABPmer are undertaking new numerical modelling to look at the potential impacts of the foundations on waves. Whilst it is possible in some case to make an assessment using that, the project design for Rampion 2 was similar to those. We will include, for the effect of Rampion 2, a maximum design scenario but we will also take into account the existing as-built Rampion1 OWF monopile foundations. In terms of the onward effect on the coastline, the results of the wave modelling will be used to inform a desk-based assessment for the potential to change the coastal process.</p> <p>DL provided a wave model image, the overall extent of the wave model, which encompasses the whole study area between Selsey Bill and Beachy Head headlands. The model will have open boundaries on all sides and apply a different set of wave conditions in terms of direction and wave magnitude and a wind field over the whole domain to simulate a range of different sea states. Bathymetry is from detailed surveys and other charted data sources.</p> <p>DL presented wave scenarios which include five directions from all offshore directions where the effect might propagate to the adjacent coastline. We will consider 6 return periods, an everyday median of 50% no exceedance value wave height period for each of those directions. Severe conditions will include the following: 10 in 1 year, 1 in 1 year, 1 in 10 years 1 in 50 years and 1 in 100 years return period conditions. These are relatively rare events but may drive sudden larger magnitude changes to the location of sediment at the adjacent coastlines to make sure those very severe but important events for coastal morphology are represented. We have determined sea states based on a 40-year historical dataset, representative of conditions.</p> <p>The model will include four different design scenarios; baseline with no OWF, second baseline, which is present-day (Rampion1 OWF as-built only), two or more design scenarios with Rampion 2 maximum blockage (without Rampion 1 OWF, which can be compared with original baseline; and also, a design scenario (Rampion 1 OWF and Rampion 2 present). The number of foundations for Rampion 2 is in excess of the maximum number to be built, only simulating a realistic number of foundations within this area. We will aim to provide a realistic worst-case.</p> <p>DL finished by presented the next steps.</p> <p><u>Comments/questions:</u></p> <p>DL – Highlighted reports and data sources and asked if there any other sources that Cefas are aware of? ABPmer will include any missing sources.</p> <p>SWal – Nothing off the top of my head.</p> <p><b>Teams Chat Message:</b>  <b>MG – This is not my area of expertise but thought it worth mentioning that EMODnet holds long time series (seabed sediment and habitat) data including environmental variables such as waves and currents data.</b></p> <p>END</p> <p>EP – The desk-based approach will need to consider the results of Rampion 1 monitoring conducted so far. Some scour and cable exposure.</p> <p>END</p>	

Agenda Item	Notes	Actions
	<p>DL – At the landfall, the management strategy is under review. There was storm damage in January/February 2020, ABPmer understanding that there was an assessment that may not be economically feasible/viable to repair or extend the protection in place. Do any ETG members have information on strategy or approach around Climping?</p> <p><b>SB – We did have a meeting with colleagues from Wood. Can share information with ABPmer in a follow-up email?</b></p> <p>DL –Yes, can you send via NH to keep in the loop.</p> <p>END</p> <p>SWal – Content with the modelling scenarios. Have had problems in past in relation to the lack of spread of wave conditions and return periods. Pleased with thoroughness. Should provide information. The site itself appears to have gradients across the area where the effects are likely to be seen. Should provide enough information for a proper assessment.</p> <p>END</p> <p>DL – Any thoughts in relation to how physical processes will inform other aspects?</p> <p>SWal – Interested to see how the assessment is framed when it is done as a desk-based. Demonstrate that it cannot be possibly underestimating any quantities, again given the closeness of gradients which are likely to transmit to benthic ecology. Make sure there is a reasonable representation of maximum/minimum across different parts of slope and putting that into the context of what you see, e.g., historical bathymetry data, put into context of observed change. Putting a background rate of change from the oldest bathymetry datasets to the more recent ones. The basic standard for desk-based study.</p> <p>DL –We intend to do that and keep the assessment in the context of natural variability of effects.</p> <p>SWal – Not sole criteria for judging whether or not your effect is important or not; easy to get some sort of scale and perspective on. With the wave modelling, put bed shear stress against thresholds for the sediment, matching maps. Often the case to neglect most of these changes if they are above the threshold. Focus on where the problems might be if there are any.</p> <p>END</p> <p>EP - Where coastal process modelling is used as part of the assessment of impacts on designated sites this should be clearly stated and evidenced in the relevant chapter.</p> <p>END</p> <p><b>Teams Chat Message:</b></p> <p><b>SWal - Particular attention to areas defined as of concern by benthic and fisheries would be helpful (making sure that the data presented are strongly supported and not reliant on the 'edges' of approximated areas of impact, for</b></p>	<p><b>SB</b></p>

Agenda Item	Notes	Actions
	<p><b>example) would be required to ensure Coastal Processes assessment can back up these other areas.</b></p> <p>END</p> <p>EP – Natural England are aware from seeing monitoring reports from Rampion 1 that there is an issue arising around cable exposure, both on the main cable route from the array to onshore and the cables around individual turbines. Have the Rampion 2 coastal processes modelling work taken into account all of the findings of the coastal process monitoring that has been conducted on Rampion 1 and made adjustments where any differences are occurring to what was predicted?</p> <p>DL – The PEIR assessments in relation to nearshore HDD exit pits and associated temporary floatation pits for Rampion 2, do summarise and account for post-construction monitoring of the recovery of similar features created for Rampion 1 [Natural Power (2019). Floatation Pit Post-Construction Report: Rampion Offshore Wind Farm]. The monitoring evidence of cable exposures has not (yet) been included in the PEIR but will be included in the final ES.</p> <p>END</p>	
3b	<p>SM presented the WFD Assessment for marine aspects with PEIR. Covering principles of the assessment, as it is being informed by the PEIR chapters that are being written.</p> <p>The proposed approach for WFD assessment is to provide a single document, which holistically covers the water environment (freshwater and marine) and how activities can potentially affect e.g., potential run-off and how it is linked to transitional waters and coastal. The document will pull on relevant information from EIA, so it seeks to provide the high-level findings of the relevant chapters (e.g., benthic ecology, fish ecology and physical processes), but does not provide all of the detail. The document will provide some signposting in places, where additional information is available. The key guidance Clearing Water for All (Environment Agency) and the PINS Advice Note. Are aware with the unknowns from the Environment Bill, the WFD may look different in a years' time, working based on what we know. No guidance observed to date. The key data sources that will be drawn on for characterisation within the PEIR. The key data are presented MAGIC Interactive mapping tool; River basin management plan, a draft will be coming out for consultation in 2021, review when available and make amendments for DCO application; project-specific contaminants data, not available for PEIR assessment, will look at for the application (explanation will be provided in WFD); where relevant, the bathing water classification/profiles and shellfish water classification and any historical trends within those sites.</p> <p>We are proposing a ZOI to be 2km around the offshore export cable corridor cable boundary for the marine assessment. It is 2km from the Clearing Waters guidance, not a high-risk project in terms of WFD, this is considered appropriate. For the offshore export cable corridor boundary, on the basis that the array is sufficiently offshore, we do not envisage any impacts on WFD water bodies from that distance.</p> <p>SM presented issues. We will look at hydromorphology, informed by physical processes work; biology, high and lower sensitivity habitats, and fish e.g., barriers and disturbance; water quality, the release of chemicals, disturbance of</p>	

Agenda Item	Notes	Actions
	<p>sediment, release of contaminants, the impacts and changes on turbidity (e.g., indirect effects from bacterial counts); the potential of structures to provide the potential spread INNS; and consider other protected areas (e.g., SACs and SPAs within 2km, intention to signpost to RIAA, which addresses these in more details.</p> <p><u>Comments/questions:</u></p> <p>SM – Do the Environment Agency have any advice on guidance and if that sounds acceptable?</p> <p>SB – Yes, sounds acceptable.</p> <p>END</p> <p>EP – Natural England suggest the statement “<i>not a high-risk project in terms of WFD</i>” should be justified in any assessment with evidence on why this is.</p> <p>END</p> <p><i>NH asked if there were any other questions in relation to EW, DL and SM presentations? None raised.</i></p> <p><i>SM left the meeting following completion of WFD Assessment presentation.</i></p>	
4	<p>A dB provided the agenda for the presentations and approach to PEIR assessment.</p> <p>A dB presented the intertidal survey update. The intertidal survey was completed in July 2020, and it undertook quadrats at 23 locations and sediment cores at 10 sites and duplicates at each of those sites for macrofauna a PSA analysis, and UVA imagery which produced great results.</p> <p>A dB ran through the findings of surveys. Sandy shores dominated the mid-lower shore, which supported a number of marine invertebrate species, belonging to Annelida and Crustacea. Noted clear zonation with shingle dominated shores, in the super littoral and upper shores, polychaete and amphipod dominated fine sands in the mid-lower shore, interspersed with seaweed dominated rock pools. The lower shore was characterised by green and red seaweeds dominated rock with chalk and cobbles as well as bored chalk interspersed with fine sands, supporting the polychaete <i>Lanice</i>. The upper shore in the west zone of the survey area was characterised by patches of hydrolittoral soft rock comprising of a mosaic of both exposed clay and chalk. A dB presented the biotope mapping for the area, showing distinct boundaries, which will be included in the baseline characterisation for PEIR.</p> <p>A dB presented the subtidal survey update. The subtidal survey was completed at the end of February 2021. It was delayed due to weather conditions and COVID-19. The survey collected 43 mini-Hamon grab samples, which have been analysed for microbenthic fauna and PSD analysis, 15 chemical samples, 23 DDV stations and 39 DDV transects. However, due to the delay to the survey, it will not be included in PEIR. We have come up with an approach that has enabled to collate the best available data for the area, in addition to the results obtained via the geophysical survey, to produce a detailed predictive survey habitat map – infill for PEIR at this stage. Undertake assessment based on predictive biotopes</p>	

Agenda Item	Notes	Actions
	<p>in the area. The predictive habitat mapping and subtidal results are lining up well.</p> <p>AdB continued with the modelling approach. The model's foundation comprises of high resolution acoustic site-specific database, EUNIS habitat, collected in July 2020. The model was subsequently trained by extensive ground-truthing information from existing survey data, which includes Cefas OneBenthic database, EUNIS habitat, PSD, Rampion 1 OWF benthic ecology baseline characterisation and Rampion 1 OWF pre-construction benthic survey report. The model uses a maximum likelihood classification (MCL), which is a widely applied pixel base parametric approach. It calculates the probability of any given pixel belongs to a specific class and produces a grid of classes, in the form of a raster thematic map. The four main steps for the model include obtaining the bathymetric derivatives, undertake principal component analysis (PCA) to obtain classified habitat mapping and create signature files. This is then combined with the data and an MLC model is run. The model output includes a standalone habitat map in the form of a shapefile based on EUNIS classification, which will be from broad habitat classification up to Level 5. Using as a biotope classification system within PEIR and accompanied by a Technical Report, which details the methodologies and any discussion of limitation which will be appended to PEIR. PEIR assessment based on the modelled outputs, which will be updated with site-specific data for the final ES assessment, allowing for full coverage prediction and encompassing all the data collected and the historic data.</p> <p>AdB presented the Level 5 predictive habitat map. <i>Crepidula fornicata</i> with ascidians and anemones on coarse mixed sediment predicted to occur within the nearshore locations of the export cable corridor (green on map). Patchy outcrop of rock and soft chalk and clay communities located across the middle of the export cable corridor. <i>Flustra</i> communities were identified on mixed sediment, predicted to occur across a portion of the export cable corridor and within the western array. Further offshore there is <i>Pomatoceros</i> with barnacles and bryozoan crusts on cobbles and pebbles. The eastern array as expected follows the geophysical results and the extensive data obtained for the area already was homogenous and represented by infralittoral mobile sand and sparse fauna. The geophysical data has been interpreted and the best biotope information. It has changed quite a bit since this iteration.</p> <p>AdB presented points of discussion for the Method Statement. There is a contradiction between the feedback at last ETG and the feedback provided for the Method Statement in terms of scoping out EMF and noise pollution. AdB wished to reconfirm stakeholders' position on this, as we have included an assessment of these impacts in PEIR, but we are of the position that these could be potentially scoped out. In relation to the MMO's concerns over sampling, there is a decent representative sampling scenario that was undertaken within the subtidal survey allocated to the south and east of the Rampion 2 array. We have also added additional stations, which we passed by MMO, coarse habitats in the southern array should satisfy to an extent. Reviewing the extensive geophysical data, habitat types predicted and where representative from existing data have allowed us to finalise predictions, scope to what we initially proposed.</p>	

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	<p><u>Comments/questions:</u></p> <p>AdB – Any questions on the model?</p> <p>EP – Understand you have had issues collecting the data and analysing it in time but highlight it is best practice to submit all relevant data for PEIR. It is not possible to assess a full range of impacts for a proposed development on the natural environment or on designated sites without those complete datasets. We understand you will have it in, in the long run, for PEIR difficult for Natural England to comment. Concerned with timescales of project, that there might be insufficient time for the missing data to be included and for an impact assessment to be carried out. Highlight the incomplete data in PEIR is a risk to the project needs to be considered and risk for stakeholder to provide full advice at PEIR.</p> <p>AdB – Note that in PEIR assessment but believe there is time to include the subtidal results in the final assessment. Based on the precautionary approach for the assessment we can ensure the assessment is complete with that level of predicted detail and precaution will enable it to be finalised in time.</p> <p>TG – The predicted habitat map, although it is a model, it is based on a substantial amount of existing data for the wider area, including point data that informs the mapping delivered by the model. This has included site-specific and high-resolution side scan sonar (SSS), multibeam echo sounder (MBES) and backscatter data analysis (that allows discrimination between seabed features) and ecological sampling (point data) from the region. So, whilst we have had to pre-empt the inclusion of the site-specific Rampion 2 survey data, the model outputs do represent what would be presented in terms of ecological characterisation of baseline for an EIA; all of the likely habitats and species assemblages that are characteristic of this general area are likely to be represented in the produced map, and this provides a basis for characterising the likely species and habitats that could be affected by the project. The site-specific survey will add additional point data to help refine further, but it is unlikely to change the view we have already developed of the receiving environment. Our approach here is, therefore, consistent with what is usually done for these types of projects; using point data and geographical datasets to inform characteristics of the area in question. We should, therefore, have covered everything we are likely to encounter in what is being presented at PEIR, though noting that we will be able to further corroborate and potentially refine with the Rampion 2 benthic data for the final ES. For the purposes of PEIR, we are confident that we are presenting an appropriate level of characterisation.</p> <p>EP – Would not consider a full characterisation of the area without site-specific data. It may show the same as the modelling, but Natural England cannot make a definitive assessment of what you are presenting without a full picture. That would be our position across many projects.</p> <p>TG – The PEIR is a preliminary assessment, based on data available and characterisation data possible at the time. The comments and consultation responses are published will be on the basis of data presented to date and need to refine further. The samples collected are being analysed now, and available for the final application.</p>	

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	<p>EP – The issue would be if we are commenting on what we see in the PEIR there is a chance of input further, when you have put data together under a compressed timescale that could be an issue. Highlighting issue and risk.</p> <p>TG – After PEIR and Section 42 and 47 consultations undertaken and pre-application being made, scheduling more ETG sessions beforehand.</p> <p>END</p> <p>JE – Understand both points of view. Good to have additional new data but recognise there is a lot of data used to create the model. Good to have data points in another map or on this map. The difference in the eastern area, which is classified as A5.231. Check how different it was.</p> <p>AdB – In the predictive habitat mapping report they have allocated all the stations with the available data, with ground-truthing information is presented in appendices. If there is anything you believe could be different to what is presented here is something that could be commented on in PEIR. The model should be trained by available information. Take a look at that separately.</p> <p>JE – At consultation I will have a colleague look at the model.</p> <p>END</p> <p>AdB – Query in regard to EMF and operational noise?</p> <p>JE – Colleague provided advice and agreed with scoping out EMF and operational noise, provided information at last ETG. Since then, PINS want them scoped back in, fish and benthic combined, so might be some confusion there. Suggested some references should be provided to back up scoping these out. Some information on EMF and changes to animal sensitivities if the level of EMF is increased, taking that into account.</p> <p>EP - If the justification for scoping EMF out includes cable burial, then the cable exposure issues that have come to light as a result of Rampion 1 monitoring should be taken into account. This monitoring questions whether cable burial can be relied upon.</p> <p>AdB – Did a desk-based study to see what additional information has been published recently and have extra information. Include that within reason to scope out in PEIR might be sufficient.</p> <p>JE – That would be good. Under the current circumstance, there probably will not be any effect. Has to be assessed according to the EMF predicted in relation to results from studies.</p> <p>AdB – Have additional information and backup research, can put this in PEIR.</p> <p>JE – Regarding noise, defer to RF</p> <p>RF – Not sure if it is referring to benthic or crustaceans/shellfish. In past if anything was to be scoped out then this should be appropriately justified in the assessment, and conclusions supported by literature.</p> <p>END</p> <p><i>In regard to MMO concern of samples</i></p>	



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	<p>JE – Referring to the model, coarse habitats were predicted in the southern area from past data, but the model has classified it as sand.</p> <p>AdB – A few of the data points had a coarser sediment point (represented by blue on the map). Go back and check those data points, if it varies will check with modellers if everything is included, believe it has.</p> <p>JE – Recognise coarse habitats are 5% coarse material and the rest is sand, quite a big range of habitats.</p> <p>END</p>	
5	<p>TG provided the agenda for the presentations and recap of the previous meeting.</p> <p>TG presented the summary of the first ETGs and Agreement Log from September and October 2020. Scoped in EMF effects, SAMARCH project data will be included when available. Agreed to include seahorse in the assessment, however, The Seahorse Trust were not happy to release data, so will use existing data and confident this provides an appropriate baseline for the EIA. The Seahorse Trust will not be participating in EPP. Sussex IFCA black bream data provided, local wildlife sites from Sussex BRC, no update on when this will be provided. Shellfish landings, relevant information will be considered in the commercial fisheries chapter, which have been consulting with the fishing community and organisations. No new fisheries surveys required to inform characterisation (excludes black bream). In regard to the timing of DDV surveys agreed survey data will be used informative a lack of records or images of nests from those surveys will not be relied upon in isolation from other data to demonstrate the absence of nesting activity. Benthic surveys including DDV were delayed as AdB mentioned previously.</p> <p>TG presented the baseline. No further fish sampling for EIA. Additional data will include Rampion 1 OWF post-construction monitoring and the most recent black bream nest density from the aggregate’s surveys. Relevant data will be used in PEIR. The geophysical surveys are informing the habitat mapping, and identification of sensitive receptors and recognise uncertainty and seasonal limitations. The data have been used in benthic habitat modelling and the geophysical SSS and MBES survey data has enabled identification of seabed features. The DDV and grab sampling surveys were delayed for PEIR but will be used for the ES.</p> <p>TG ran through the scope of EIA for PEIR and highlighted the impacts at construction, operation and maintenance and decommissioning. For operation and maintenance, not just considering temporary disturbance, where appropriate include permanent habitat loss. Impacts from EMF based on research paper(s) highlighted from MMO and Cefas.</p> <p>Survey data update on the black bream features and nest areas, related to 2020 aggregates data and geophysical as part of the 2020 survey campaign. Area 1 in export cable corridor. Bedrock outcrops within Area 1 and two main survey areas within the Kingmere MCZ. the southern transect is characterised by boulder fields and the northern transects a more solid bedrock outcrop. Thin bedrock outcrops running across parts of the export cable corridor. Predictive habitat model, orange area is <i>Flustra</i> communities on mixed sediment, green is</p>	



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	<p><i>Crepidula fornicata</i> on coarse mixed sediment, majority of the area. The dark pink is either soft chalk or clay, soft rock, with piddocks and sparse fauna potentially, along with kelp and red seaweed sand or scoured infralittoral rock, sands and gravel. A fairly complex area of seabed but characteristic of the region. TG presented comparative data sets for Area 1. 2019 and 2020 data comparable, with more notable changes in historic data sets. Bedrock outcrops noted on the data, dense nests evident, although restricted in extent. TG presented Area 2. Predicted habitat map, rock outcrop in Area 2, there is a feature potentially soft rock or soft chalk, located east to west and it is in and around that the bream appear to be nesting. Aggregates survey data for Area 2 show a more extensive area of nesting in 2020 aggregates data, 2019 and 2020 data showing similar results and more variable in previous years.</p> <p>TG presented the Method Statement feedback. MMO and Cefas requested shellfish to be taken into account for EMF in PEIR. However, TG explained that shellfish will not be taken into account for EMF impacts and supported his conclusion with the following papers Scott <i>et al.</i>, 2018, Hutchison <i>et al.</i>, 2018 and Hutchison <i>et al.</i>, 2020 to more accurately capture the discussions held. Operational underwater noise scoped out, raised concern for cumulative. We will undertake underwater noise assessment based on available information on turbines operational noise and provide commentary on the potential from impacts to arise. Also raised black bream heatmap issues. The heatmap analysis on bream data, using kernel analysis or similar, to understand nesting intensity across the area surveyed. In order to provide a transparent and robust assessment, we present individual years of data, in addition to the composite 'image', which will be presented. Heatmaps will show relative importance within aggregates boxes, but we will not be extrapolating to a wider area, understand the intensity of nesting is comparable, just for context.</p> <p>TG ran through Natural England's comments in relation to Method Statement. For the Beachy Head West MCZ, this will be included. The native oyster and blue mussels will be considered in terms of temporary SSC and smothering if there is evidence of the effector-receptor pathway. Bembridge MCZ, unlikely for potential of effects on static features of the MCZ e.g., native oyster. As seahorse may spend periods of years in the vicinity of Rampion 2, an assessment of impacts on seahorse will be presented in PEIR. Will be assessing mobile feature, but if there is no potential for impact pathway, no detailed assessment due to no connectivity. A potential exception to that, if the noise modelling indicates that some far-field sites are within a ZOI, an assessment of features of that MCZ will be undertaken.</p> <p>Natural England raised the Cable Route Protocol and South Marine Plan. Relevant for black bream outside MCZ as well as any other relevant species, recognise policy directions and details of this and justifications and an approach will be set out within PEIR The subsurface bedrock potential spawning habitat for black bream is evident throughout regional geological data sets and extends widely from Bognor to Beach Head. Due to the location of the project, avoidance of these habitats is not possible, set out in PEIR, in terms of South Marine Plan policies, will seek to minimise the potential effect, use a limited number of export cables, reduce magnitude as far as possible. Committed to mitigating effects where practicable. As more data and understanding of the</p>	

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	<p>potential impact of significance is developed, continue discussions on what measures might be appropriate and steps to take on these aspects with ETG as part of EPP.</p> <p>The Kingmere MCZ advice update – At this stage, on the assumption that it is not yet published at the time of this ETG, it is appropriate to maintain a reference to the conservation advice package in the public domain, appreciate early notification from Natural England. We will include this advice update once it is publicly available.</p> <p>Limitation within site-specific surveys for black bream (focused areas etc) – Recognise limitations and with the targeted survey data from the aggregates industry monitoring. The intention is not to interpolate existing data for ‘presence / absence’, but to look in detail at data to understand comparative density and frequency of nesting activity when compared to the wider long-term data sets. Will add context and understanding of nesting activity within the proposed cable corridor. Assessment should consider the potential direct impact on black bream nests. TG confirmed that the assessment will assess the potential to directly impact bream nests during the critical period for bream (March to July inclusive) and the potential to impact bream in all relevant years in which the proposed construction work will take place.</p> <p>Loss of fish habitat. Based on site data and cable routeing and placement of foundations, the assessment will consider both potential permanent loss and temporary disturbance. Set out any permanent loss with reference to the hierarchy of avoidance, minimisation and mitigation as set out in the Marine Plan. Where we have temporary disturbance, we will present information on seabed recovery etc. As part of this, we will use available information on site fidelity to inform and support the assumption that black bream will return to areas post-installation (as long as the seabed has recovered). Permanent loss e.g., not able to bury cable and need to use secondary protection. In terms of site fidelity, the Sussex IFCA data for black bream tagging, we understand the data indicates the bream return within approximately 10km from point of capture. So, this does establish bream will likely try to return, but this site fidelity also means there is a potential for impact during multi-season construction and therefore our assessment will consider this potential pathway too.</p> <p>Noise propagation modelling will define the study area for noise impacts. Will provide detailed consideration of underwater noise through modelling in study area and assessment within the PEIR.</p> <p>Natural England has concerns regarding the Method Statement for black bream, relating to where bream nesting occurs and where sensitive areas are. Consider what the noise modelling is telling us in extents of injury or disturbance thresholds. The project is taking a precautionary stance in respect to potential nesting areas and assuming potential where the depth of surface veneers of sediment are suitable. The intention is to use sub-bottom data and BGS datasets to refine areas based on habitat characteristics e.g., thin less than 1m depth veneer over hard substratum. This approach assesses worst-case for disturbance or habitat loss for bream nesting areas (as we don’t have long-term datasets across the entire area and collected on the seasonal basis suggested by Natural England). AA agreed this was a suitable precautionary approach, but also noted</p>	

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	<p>that Natural England considers the risk of nesting increases closer to the MCZ; so, need to include consideration of why Kingmere MCZ area is of particular importance rather than assume the entire area is of equal importance for bream. TG responded that the MCZ is recognised as being important for bream, and the project will avoid direct interaction with the site, but we do have to make assumptions about the wider area in taking this approach – though obviously it will not be suggested that the whole of Sussex coast is of equal importance.</p> <p>On the request from Natural England to see literature / evidence of exploratory nesting by juveniles – TG noted that this was remarked on in the Method Statement, however, this was, based on observations of which nests were successful, eggs being seen through diver survey on the cleaned hard substrate and males guarding those areas and those that appeared unsuccessful, no eggs recorded, no fish present and compared to size class ranges of nests. Range of nests more successful in terms of diameter, e.g., initial excavations abandoned or juvenile fish and did not attract a mate. This is not published or peer-reviewed data, and we will not be relying on this at all – it’s interesting but not really ‘dependable, rigorous’ science.</p> <p>Last point on increases in SSC and sediment deposition for seahorse. As part of the PEIR undertaking assessment of SSC and smothering for all species for this effect-receptor pathway, if seahorse in that group they will be assessed.</p> <p>Underwater Noise: TG ran through underwater noise comments raised for Method Statement. Some points from TWT and SWT, cumulative assessment concurrent UXO clearance and piling. No UXO clearance concurrent with piling at Rampion 2. Shipping noise should be included cumulatively. Impacts of fishing and shipping will not be in cumulative assessment those activities occur through the baseline.</p> <p>The MMO concerns regarding McCauley <i>et al.</i> (2000) – McCauley vs Hawkins, and appropriateness of using studies like Hawkins based on fish species studied, location etc. Correspondence response on the lack of actual data to underpin a firm threshold for disturbance. Recognising that, there is still the need to consider the studies appropriately and be able to meaningfully assess – producing maps of disturbance extents to try and quantify and look at where overlaps arise in terms of sensitive receptors. The assessment will be based around providing context and narrative around that – aim to ensure appropriate consideration is given to the potential for disturbance effects to arise; presented in the right way and supported by evidence as opposed to just application of an artificial threshold. Consider the Hawkins criteria in terms of contextual aspects and of fish species. Hawkins study on sprat and mackerel, they are not appropriate for bream but much more akin to herring. SL noted there are challenges, for quantifying behavioural responses. Recognise behavioural context is key. Utilise Hawkins <i>et al.</i> (2014) for context and use appropriate species proxies. Literature looking at seabass for piling noise on black bream. TM noted get nervous when we see numbers that could theoretically be used as thresholds or criteria species disturbance or behavioural interactions. The numbers in Hawkins <i>et al.</i> (2014) are no exception. The worry is these numbers get applied, effectively black and white, uncertainty on how the number is derived in the first place. Hawkins <i>et al.</i> (2014) the sort of ranges driving these</p>	

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	<p>figures, they used a relatively low noise source from a speaker, if you are close to a relatively quiet noise source. Using that as a threshold for OWF piling needs to be done with great caution if we are going to apply a quantitative figure to it.</p> <p>TG continued that it is important to reach a consensus. In terms of providing a written response to this, most appropriate way forward and hopefully find common ground.</p> <p><u>Comments/questions:</u></p> <p>TG – Kingmere MCZ advice update?</p> <p>EP – Due to be published by end of <b>March 2021</b>. Need to consider as it will be published before the PEIR assessment comes into play.</p> <p>TG – As soon as the updated advice on seasonality is published can you make us aware. We are planning to include it as soon as it is in the public domain.</p> <p>END</p> <p>TG – Questions regarding the method of a precautionary approach for black bream?</p> <p>AA – On the precautionary approach of bream nesting and where habitat may be suitable. Caveat that the risk of nesting increases the closer to Kingmere MCZ. It is not suitable to contextualizing any loss of habitat in the cable corridor outside of the MCZ in relation to the amount of that habitat available over the whole area. This is because habitat in closer proximity to Kingmere MCZ is unique and considered to have a higher risk in relation to nesting. Sections of observed bream breeding behaviour. Observations indicate Kingmere MCZ rock formations are unique.</p> <p>TG – With Kingmere MCZ we are aware of its importance and features and there is a lot of data showing year on year nesting activity. We are avoiding impacts to the MCZ itself in terms of seabed disturbance. Potential for direct/secondary effects from sediment dispersion and deposition, clear that the implication for the MCZ, for the wider areas outside MCZ the amount of nesting will be lower, as the Kingmere Rock is such a focus, but if we are assuming nesting activity anywhere where habitat is suitable, nesting activity could be widespread, we will not cite entire south coast is available. We can highlight that there are specific areas evidently more important but if we are not able to make these point due to a lack of a wide spatial dataset.</p> <p>AA – Boundaries of MCZ are important for conservation objectives but ecologically more of a locality. Know nesting happens in the general locality and changes year on year. In this precautionary approach, where there is not information a blanket approach saying there is nesting bream all over the Sussex coastline is not a realistic reflection. Infer from where the angling occurs and fish landings. Most of bream nesting spawning focused around Kingmere locality and the rocks outside MCZ, treated with a higher level of risk.</p> <p>EP – Natural England would welcome a cable route being selected that seeks to avoid potential black bream nesting habitat and represents the minimal impact on this habitat that is possible.</p> <p>END</p>	<p><b>EP (31/03/21)</b></p>

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	<p>EL – The south coast regional environmental characterisation report (link provided in Teams Chat Message: <a href="http://nora.nerc.ac.uk/id/eprint/13120/">http://nora.nerc.ac.uk/id/eprint/13120/</a>), that identified some wider bream nest areas of the coast of Sussex.</p> <p>TG – Is that from a single year survey, or across multiple years?</p> <p>EL – Need to check back over it for details.</p> <p>SL – That is helpful, we looked at that and the RIAA as well. Point raised on locations of bream nesting, that is what we are trying to present within the chapter, we have the regional BGS data which does present thinner infralittoral material, catch and release data which correlates with aggregates, and consistent narrative, the composite of which should give confidence in the characterisation. Not going to interpolate outwith those survey boxes, that habitat is more specific, we do have habitat mapping and geophysical data at a site-specific level that does allow us to tie in where there might be potential across cable corridor, alongside data from MCZ. The RAC and RAA data is really helpful, close to having an unparallel dataset for a given receptor, data from 20 years there is an abundant dataset for characterisation.</p> <p>END</p> <p>EL – In relation to the Method Statement and datasets available, Table 3.2 it made reference to Sussex IFCA 2014 whole site survey, SSS and DDV to identify bream nests outside aggregate survey boxes. Also, we conducted a survey within Kingmere MCZ in 2015, focused on bream nest areas we found outside aggregates survey boxes. Those datasets were used to inform aggregates monitoring survey 2017-2019 period, mainly the transect that went through the survey boxes in the MCZ.</p> <p>SL – We have referred to some of this, the geophysical coverage shows the transect you referred to. Need to check if we have full coverage data set if it particularly focuses on the lee of Kingmere Rock and across to Worthing Lumps. I do not think we have the full dataset. Full data across the MCZ in 2014 and 2015?</p> <p>EL – No, 2014 was the entire MCZ and 2015 just covered those additional bream nest areas outside of the repeat survey boxes. All within the MCZ. Flag dataset availability and for nest extent and density assessment from 2014 onwards wider bream nest areas that were identified in Sussex IFCA surveys. From 2017 to 2020 those additional areas were encompassed into these two transects for the aggregate sector.</p> <p>SL – TG mentioned earlier we are going to run through heatmap analysis. Primarily have polygon data. Are Sussex IFCA considering collating those multiyear datasets, that we could align with in terms of GIS methodology to support collation over years.</p> <p>EL – May be a useful chat to have after this meeting. Looking at analysis for our purposes pre and post introduction of management for the MCZ site and looking at comparison with those additional datasets, transect data post 2017 and data pre-management in 2014 and 2015. Discussion and working together would be useful.</p> <p><b>SL – Take an action to pick that up with you.</b></p> <p>END</p> <p><i>In relation to bream nest observation diver surveys</i></p>	<p>SL</p>

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	<p>AA – Interesting was that one of the early divers’ surveys?</p> <p>TG – Involved in them, looking at bream nesting, pre-emptive of some of the Owers aggregates application - late 1990s. Survey due to potential sensitive areas. Possible amalgamated into aggregates monitoring work, first few years, some ROV but mainly diver surveys recording the presence of eggs.</p> <p>END</p> <p>TG – Anything we have not picked up on that anyone wishes to raise?</p> <p>EP – A lot of our key points covered, but it would be useful to have this in writing, we would appreciate that.</p> <p>TG – Same for benthic. In effective characterisation or those areas for nesting activity. We want to get to an agreed position for the purposes of EIA and therefore rely on outputs to be an appropriate assessment for potential of impacts. Difficult to get to a common agreed position across all of us just during the meeting. If we provided a written response to consultation letters and seek agreement or provide a response, share a common understanding and clarification on that basis. Feed that back into EPP for full transparency. Do we all agree with that?</p> <p>EP – Sound sensible. Highlight there may be issues that we cannot agree on or difference of opinion or view. Might not necessarily agree or be possible.</p> <p>TG – Areas where there is a difference of opinion. Understand what they are across the group specifically, we can take steps how we plan to reach forms of agreement. The predicated habitat information may not get there pre-PEIR. Hope to be agreed by the time we reach application, do not want to discuss in Examination.</p> <p>EP – Natural England’s comments on the PEIR will be limited without this information.</p> <p>END</p> <p>LSC – Cefas have similar concerns to Natural England and have previously raised in our advice these concerns regarding the spatial extent of the aggregate data and its associated limitations. Cefas do support the sediment habitat approach which may be a useful tool to help characterise black bream habitat distribution in the vicinity of the project. Can Cefas be included in the loop with MMO?</p> <p>TG – Yes, of course.</p> <p>END</p> <p>AA – In other cases, a really useful approach a single issues log, where organisations can see other organisations comments. Not too much repetition, just add your name if you agree, so it streamlines the process and informs the basis of Statement of Common Ground (SoCG). Specifically, around composite images, for data used for bream, hoping to dig down to details for that. Attach different annexes with figures isolated to the particular datasets?</p> <p>TG – Make that clear for the heat mapping we will present individual years as well as composite. Where we are looking at time-series data and looking for trends. We will provide components as well as a summary.</p> <p>END</p> <p>TG – Environment Agency and Sussex IFCA any issues you wish to raise?</p>	

Agenda Item	Notes	Actions
	<p>EL – Flag within Method Statement, Section 3.2.10, around wider trawling management outside restrictions with Kingmere MCZ. They were previously restricted spatially and temporarily under our trawling exclusion byelaw, but this has been revoked. Now have nearshore trawling byelaw. Can provide if you require details?</p> <p>NH – We have had confirmation from commercial fisheries, it had been included in the assessment as up and coming.</p> <p>EL – Sussex IFCA is of the opinion that site-specific fish and shellfish surveys would be more appropriate. However, looking at responses from other statutory authorities we will defer to them. No further studies required now as consensus has been reached.</p> <p>AA – Want to clarify that point. Natural England deferred to Cefas and MMO for that. We specifically said around bream high variability. For the noise assessment, there would be limited applications for data gathering for bream and that was before the route of the cable corridor was revealed there are a few nuances in there. Is that everyone else’s understanding?</p> <p>TG – For the purposes of characterisation it was discussed in detail. In terms of additional data, from a snapshot survey and what it would add to, understanding and characterisation of area and fish species present. Everyone comfortable, confirming a presence we were assuming anyway. On the bream, the responses that we have confirmed there is limited benefit in undertaking more bream surveys at this stage. Comments to say if you need to define where the bream are nesting with confidence you will need multiyear data. For the purposes of this project, we do not have time to collect data. So, we have adopted our proposed precautionary approach regarding black bream.</p> <p>AA – Yes, but it is to do with the cable corridor and exclusion of areas and having confidence in that data but recognising this is a function of practicality – if we had time in terms of cable corridor it would be useful to have a dataset, but as you say the time has run out.</p> <p>TG – Thank you for clarifying.</p> <p>EL – In terms of bream surveys the extent and density type surveys, consider in the monitoring programme?</p> <p>TG – We did identify in Method Statement. The response from Natural England, monitoring not mitigation. If we were to have a significant effect following assessment and there was a need to show recovery. Fish site fidelity, sediment process and post-cable installation, reverted back to preconstruction state and fish are nesting again. Consider designing something around monitoring. Dependant on what impacts are and significance and discussion with this ETG and wider and what mitigation and monitoring might be required.</p> <p>EP – Natural England seek to see that the developer has looked to avoid impacts in the first instance.</p> <p>END</p> <p>TG – There are not any other OWFs anywhere particularly close that would require piling or UXO detonation?</p> <p>CP – We have seen other OWF projects that do concurrently pile and conduct UXO clearance. Just to clarify what would be included?</p>	



Agenda Item	Notes	Actions
	<p>TG – Take that away and confirm with RWE.</p> <p>RR – In relation to that point, EA One North and EA Two, have included UXO within the DCO, there is a risk there in relation to piling and UXO at the same time.</p> <p>EW – I believe we are looking at it as a separate UXO licence application and not including it within the DCO but will check.</p> <p>RR – That is our preferred option.</p> <p>TG – Consider the implication of it, but not applying for the UXO clearance at DML. Mainly as you do not have enough data at the point in terms of specific locations and number and sizes to inform it properly.</p> <p>RR – That is our main concern, thank you.</p> <p>END</p> <p><i>Shipping noise should be included cumulatively</i></p> <p>CP – This comment is in particular is related to vessel noise and increase vessel noise from the project itself. No detail of other forms of operational noise, looking for clarification on that.</p> <p>TG – We will be considering noise generated by vessels. Relates to comment by Natural England. Do have data on PTS and TTS ranges for piling noise and we will be able to do quantitative assessment where practical. Things like behavioural assessment will be based on literature reviews, in terms of species responses.</p> <p>END</p> <p><i>In terms of underwater noise thresholds.</i></p> <p>RF – Sounds like a sensible approach. For previous assessments, we have asked the applicant to present the receive levels (in terms of the single strike SEL levels, or peak sound pressure) for piling, and overlay these onto appropriate data i.e. herring spawning ground data for example, which we can compare to the literature e.g., Hawkins <i>et al.</i> (2014) or McCauley <i>et al.</i> (2000) rather than use a fixed threshold approach for behaviour (as there are no fixed thresholds).</p> <p>LSC – Using different threshold for a different receptor is useful. There are a number of different sensitive receptors that potentially may be impacted. Good to see clearly set out, helpful for review of underwater noise proposal.</p> <p>EP – Natural England defer to the advice of Cefas on the most appropriate literature to use for this purpose.</p> <p>END</p>	
6	<p>NH thanked everyone for their participation. NH asked if there were any other queries, in relation to the presentations or any point to take into consideration for minutes, and responses? <b>None raised.</b></p> <p>NH noted the minutes will be circulated for feedback and comment. Writing up written responses will take into consideration of points from this ETG. Any feedback that we can get before publishing PEIR would be welcomed.</p> <p>EW thanked all participants for their time and input.</p> <p>END OF MEETING</p>	



<b>Rampion 2</b>		
<b>Evidence Plan Process: Progress Meeting with Natural England</b>		
<b>Date:</b> 25/02/2021	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Ecologist
██████████ (AB)	Natural England	SLVIA Specialist
██████████ (EW)	RWE	Consents Manager Rampion 2
██████████ (AD)	RWE	Environmental Advisor – Rampion 2
██████████ (AdB)	GoBe Consultants Ltd	Benthic Ecology Specialist
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	Wood Plc	Overall EIA Project Manager

Agenda Item	Agenda Item
<b>1</b>	Welcome and Project update
<b>2</b>	SLVIA update <ol style="list-style-type: none"> <li>2.1. Project envelope/worst-case scenario layout</li> <li>2.2. Viewpoint selection / number of viewpoints</li> <li>2.3. Photomontage viewpoints</li> <li>2.4. Format of visual representations</li> <li>2.5. Dark skies / night-time effects</li> </ol>
<b>3</b>	Benthic Ecology update <ul style="list-style-type: none"> <li>• Survey progress update</li> <li>• Alternative indicative habitat modelling approach for PEIR</li> <li>• Anticipated results</li> <li>• Updates to be carried out for ES</li> </ul>
<b>4</b>	AOB

### Minutes of Meeting

Agenda Item	Notes	Actions
<b>1</b>	<p><i>HM highlighted that AB is having issues joining Microsoft Teams, unable to view the presentation. New meeting invites distributed by EW and NH to attendees to provided AB with a number to dial in with.</i></p> <p><i>EP advised that HM is replacing Giulietta Holly as a Senior on Rampion 2.</i></p> <p>NH provided an introduction to the presentation and an update on the Project since the ETGs in September 2020. Primarily the aim of the meeting is to discuss with Natural England, SLVIA and Benthic surveys, which have been ongoing and still ongoing due to COVID-19 and winter weather conditions.</p>	

Agenda Item	Notes	Actions
	<p>Currently working up to PEIR assessment, reducing the scoping boundary down to an indicative PEIR Assessment Boundary, which is slightly smaller than what was shown in Scoping. It takes into account feedback from ETGs, primarily around SLVIA and Shipping and Navigation constraints around navigation both east and west of the scoping area.</p> <p>Since the ETGs, we have carried out a phase of informal consultation, aimed at the general public, provided information similar to ETGs, via virtual exhibitions running from January and finishing in February 2021. Taking feedback from landowners and the general public to feed into PEIR.</p> <p>Offshore, we have one remaining survey effort to complete end of last year, for benthic ecology (DDV and sampling), unfortunately due to COVID-19 and weather conditions, this is still ongoing. In the benthic section, AdB will discuss how we have gone about obtaining alternative <i>in situ</i> data for PEIR purposes and how we will incorporate final survey data into ES.</p> <p>Currently, PEIR chapters are still in draft, with indicative assessment boundary changes since Scoping. This will be communicated to the ETGs in more detail in March.</p> <p>The programme for the project has slightly changed due to various delays. We are on a program to publish PEIR at the end of Q2 2021. Statutory Consultation Section 42 over summer, with DCO at end of 2021. Same number of ETGs as suggested in ToR. One post-Section 42, in September 2021 (caveated due to exact publication of PEIR still pending) Pre-application before submission, which will likely be December 2021.</p> <p>EP – PEIR end of Q2 are you looking at June time or earlier?</p> <p>EW – Targeting PEIR by end of May, statutory consultation June/July.</p> <p>NH – At the moment the indicative plan and we will keep Natural England up to date if anything changes. Aiming for the end of May deadline.</p>	
2	<p>SM discussed the agenda and thanked everyone for attending. SM also noted the presentation is a discussion and is keen for input whenever possible.</p> <p>OpEn circulated a set of photomontages which contain baseline views for all viewpoints (VP) and key VP photomontages to inform further consideration of visual impacts of Rampion 2. Sent a printed copy to AB.</p> <p>AB – Currently on a small screen and generally tend to reserve comment until I have something in front of me. Thanks for sending it through.</p> <p>SM detailed the aims of the meeting and hopefully agree or agree on the next steps on SLVIA VP for the EIA, post-PEIR.</p> <p><u>2.1 Project envelope/worst-case scenario layout</u></p> <p>SM noted the PEIR Assessment Boundary has resulted in a reduction in the wind farm area of search and is particularly in Zone 6 area. Reduction in the eastern side of the site, the structures exclusion zone from the Rampion 1 OWF design plan has been largely avoided. Demonstrated the potential to reduce effects on National Park and Heritage Coast due to distance increasing to 15.6km at its closest point and reduces the horizontal spread in views from</p>	

Agenda Item	Notes	Actions
	<p>designated areas e.g. about a 5.6km reduction in that closest coastal edge. Part of the process regarding the statutory purpose of the National Park and the intentions of the Rampion 1 OWF design plan, where these principles for increasing the distance and minimising the horizontal spread in views from the National Park and Heritage Coast was set out.</p> <p>AB – Presumably you have taken legal advice on the status of the exclusion zone and the design principles of Rampion 1 OWF, can you share that with us at all?</p> <p>EW – We have taken advice, I’m not sure if this something we want to share immediately but will form part of the decision-making process and still in the early stages of design evolution and refinement of the boundary and we have had legal advice of the extent of the project. It is a factor within our whole decision process.</p> <p>AB – Presuming conversion has been with PINS as well?</p> <p>EW – Yes.</p> <p>SM continued that the maximum development scenario selected is appropriate for the SLVIA, it utilises the maximum height of wind turbines (325m turbine) at a maximum of 75 turbines. The turbines position occupies locations that represent the impacts arising from the full extent of the wind farm area of search. Turbines are spread to the full western extent of the Extension Area and full eastern extent of the Zone 6 area as well as the southern extent, so the maximum horizontal field of view is occupied, in the views from mainly from the Isle of Wight, Chichester Harbour to the west and the National Park and the Heritage Coast to the east. It is also weighted towards the northern boundary, with turbines placed as close as possible to the Sussex coast, utilising nodelle grid point. The design parameters require some flexibility on the balance of turbines located within Zone 6 and the Extension Area, without exceeding the maximum capacity. A great proportion of the turbines could be located in either zone, however, it is unlikely to result in a greater worst-case scenario overall, as the turbines would be located behind and further offshore than the other turbines placed in this layout (Slide 5) and would be covered visually in the span of turbines close to the coast.</p> <p>AB – Question on the worst-case scenario. The set of diagrams you sent have four sperate possible arrays. From my understanding, one layout which includes Zone 6 and Extension Area and one layout that just includes the Extension Area and both for 210m and 325m turbines. You have put forward the worst-case scenario (Slide 5), which includes all of Zone 6. If Zone 6 is excluded from the Red Line Boundary (RLB) would you then recast the worst-case scenario based on the Extension Area? You are demonstrating within the two layouts which have the Extension which you can fulfil the output capacity that you are looking for by just using the Extension Area.</p> <p>SM – In that scenario with the 325m turbines, we would be able to locate turbines in the area which is currently not occupied by turbines on that plan, further offshore from the turbines that are indicated. There is not enough space in that area to get all of the turbines from Zone 6 into the Extension Area, so you would still have some turbines in the Zone 6.</p>	

Agenda Item	Notes	Actions
	<p>AB – There are four diagrams you sent through, two diagrams have turbines in both Zone 6 and the Extension Areas, and two diagrams do not have any turbines in the Zone 6 area, just the Extension Area. One will deliver 1.2 GW and the other 1.4 GW. Curious, should Zone 6 excluded from the RLB, the worst-case scenario would be recast just for the Extension Area?</p> <p>SM – What we are saying is for the 325m blade tip turbine scenario, the worst-case we are assessing and demonstrating already covers that scenario, as you would not be able to move all of the turbines into the Extension Area. There is not enough space to get them into that area, you can weight it slightly more to the Extension Area, with a number of more turbines at the back, but there would still be turbines in Zone 6. It is different from the 210m layout (Slide 8), as it is on a smaller minimum spacing there is a scenario for that smaller turbine where all of the turbines are in the Extension Area and none of them are in the Zone 6 area. We are conscious we assess and consider that scenario in the impact assessment. SM noted that this only happens with the smaller turbine scenario where there is sufficient space, at the standard turbine separation to put all of the turbines in the Extension Area.</p> <p>AB – I think I am with you now. Noted lack of hard copies to view as using a phone to view.</p> <p>SM – Trying to allow the flexibility to allow turbines to be located only within the Extension Area but ultimately our assessment needs to assess the worst-case of the design scenario.</p> <p>EW – It is highly unlikely that we would end up with a scenario where all our turbines are within Extension Area, not least because the Extension Area is capped at the moment because it is an Extension Area under the Crown Estate Lease. Therefore, end up with a significantly smaller scheme unless we are able to agree with the Crown Estate to increase the capacity within the Extension Area. This is why we have included Zone 6 area and why we are realistically looking to optimise within both of those areas as a single project.</p> <p>AB – Figure 16.2, that is unlikely to happen? 210m turbines are incredibly packed in there. I understand why this is the worst-case scenario, Slide 5, you are thinking this is a scheme you want to build.</p> <p>EW – It’s a scheme that looks at building across both areas.</p> <p>TG – It would not necessarily have that edge weighting on Zone 6, but that would constitute a worst-case and if the turbines were put more centrally in that area. It is ensuring that the worst-case is subject to assessment and anything else that is lesser than that is similarly acceptable.</p> <p>AB – I need to understand how realistic it is for you the worst-case is, that’s the point I am trying to get to. Then thinking, why then have you put one which is Figure 16.2 as an alternative? Why have you put that up if it is not realistic?</p> <p>TG – It is not preferred but it is realistic in that it could be an option and that close packing of all the turbines in the Extension Area is designed like that to ensure that you have got that highest density from relevant VPs along the shoreline.</p>	

Agenda Item	Notes	Actions
	<p>SM – That becomes a worst-case for some of the receptors to the west, but it is not the worst-case for the National Park and the Sussex Heritage Coast to the east/ North-east.</p> <p>AB – Which is the area we are most concerned about. How realistic is Figure 16.2? Is it a scheme you could build, and it would give you the return looking for in terms of energy generation you can get out of it? I need to understand its place within the state of it all. Not least because I do not want to be arguing through the process to remove the effects from the Sussex Heritage Coast which is going to be my main area of concern. I want to get a sense of how much note I need to take from diagram 16.2. How much weight do I put on it?</p> <p>EW – We probably need to take it away, but I just want to make sure we are clear on the messaging here. I completely taker on your point, but at the moment I can see no scenario where we would be able to develop a scheme entirely within the Extension Area.</p> <p>TG – Slide 5, shows the larger 325m blade tip turbine layout, we could have the 210m blade tip turbines in that arrangement, but the effects of the 210m will be presented there for the larger turbines, so we do not need to recreate that for the 210m turbines, if we wanted to find a worst-case where it is 210m turbines just in the Extension Area, we could not get enough of the larger turbines in and the close-packed smaller turbines, populating the vast majority of that area, is the worst-case of receptors that side. Even if we went for 210m turbines, we would still be looking for development within Zone 6 as well as the Extension Area, but it is within the case represented in Slide 5.</p> <p>SM – That was the scenario we would be presenting as a maximum design scenario in all of the SLVIA VP imagery, photomontages and wirelines. Useful to include an alternative showing the smaller turbines as well in a selection of wirelines or key VP, where you can be informed by the differences in the visual impact of the lower end and upper end of the turbine considerations.</p> <p>AB – As an observation, if I was a member of the public objecting to it. Why do you not build Figure 16.2? Need to be careful.</p> <p>EW –I suggest we take that away and look at how we frame it and make sure we explain the scenario correctly. What’s realistic and what is not.</p> <p>AB – I vaguely recall this from Rampion 1 OWF as well, it is casting our advice, PINS like it laid very simple and straightforward.</p> <p>SM – The simplest thing might be just to present the 325m turbines as the worst-case, representative of the maximum design scenario and landscape visual impacts. we have looked at how the spread of the turbines are positioned to capture the maximum spread in views from the National Park and Heritage Coast, and the Isle of Wight to the west. We include some rationale and justification for that in the PEIR on that basis.</p> <p>SM continues, the 325m turbines are larger in terms of geographical extent of visibility when compared to ZTV. The extra 150m in height contributes most to the geographic extent of the overall visibility and is apparent in the ZTV as a worst-case and in the wirelines. The 325m turbines have a large scale in views</p>	

Agenda Item	Notes	Actions
	<p>and a greater scale difference to Rampion 1 OWF turbines compared to the 210m turbines.</p> <p>SM – Are we agreed that the 325m turbine height and the layout presented on Slide 5 is representative of the worst-case?</p> <p>AB – I agree Slide 5 is the worst-case scenario. There would be significant impacts with some of the other layouts as well and although some of it may well be reduced in terms extent. Whether or not it is worth, I will refer to my advice, pre-empt that in some way to deal with the effects likely to come out of the smaller turbines, need to consider. I think they will all have a likely significant impact, particularly on key receptor e.g. Beachy Head and the ones associated with Zone 6. The likely significant effects for the other scenarios?</p> <p>SM – We can do that in the PEIR. You can see it in the wireline views from Bognor Regis (VP12) as an example of use from the west. The Extension Area only layout and how that is viewed from that area, intensification of the effect due to the increased density and number of turbines that are viewed in the Extension Area only scenario. The worst-case is largely covered by the Extension Area plus Zone 6, there is the intensification and a potential increase in magnitude, due to the increase in density and number of turbines visible in the Extension Area only scenario in those views from the west. There is a reciprocal induction in effect in views from the east and some of those key landscape receptors you mentioned. We can articulate that in the PEIR assessment.</p> <p>AB – One of the things that will be faced in this particular scheme is if you concentrate more towards the west a greater number of people in urban areas will be affected. If you balance it out, then you are going to be impinging on the statutory purposes of the SDNP or puts you closer to Beachy Head. Again, how that plays out with PINS.</p> <p><u>2.2. Viewpoint selection / number of viewpoints</u></p> <p>SM notes approach is to involve all stakeholders in the feedback and try and include the VP requested during both the informal and the formal consultations. However, the overall number of VP that have been compiled as a result of that consultation, has resulted in a very long list of 62 VP. Which we looked at as part of the Method Statement and during survey work last year. Prepared the VP Method statement for 40 VP, for the PEIR (SM showed VP in Slide 17) includes VP from the coastal and inland areas of the National Park as well as the other three National Designated Landscapes, within the study area, along with the larger number of settlements that occupy the Sussex coastline. In that list of 40 VP a good range of representative distances and positions with a good spread of VP locations within the National Park. Slide 17, shows the VP positions extending all the way across from Beachy Head (VP1) to Devil’s Dyke (VP17) to Burtser Hill (VP31) in the northwest part of the SDNP at regular intervals- 22 VP in total within the NP, five within the Heritage Coast area. We have had Natural England’s feedback on the Method Statement and there were a number of other locations which were presented with a rationale for inclusion in the VP list. To explore further in the discussion. Slide 18 range of distance 13km to 35km, with a range of horizontal angles of view affected, a range of distances a range of visual and landscape receptors represented.</p>	

Agenda Item	Notes	Actions
	<p>Submit PEIR on basis of these 40 VP, we have produced visualisations from all of these locations, working on assessments for these locations. We welcome any further discussion and engagement on it, to agree on the next steps from the SLVIA VP and to understand if anything further is needed in the EIA assessment. In principle, we are in a position where we think 40 VP is enough to robustly assess and visualise the impacts of the project and Natural England are of the view that more are needed, with 56 VP in the list with eight of those described in further in response to the Method Statement.</p> <p>AB – From your response to our comments on the VP selection, I think there were eight we put forward that you were not in agreement with. Gave examples of a couple of other projects, noting that ones that had 40 VP, had a range of 5km, Rampion 2 is ten times that amount. I am being led quite a bit by the National Park and their thoughts on this, which is important not least to the Examining Authority to understand and seeming to be understood that the statutory authorities are in agreement. It makes PINS job more straightforward. Need to avoid contradictor advice and that sometimes involves statutory consultees communicating to come up with an agreed position and I have to confess that has been quite difficult in the case of Rampion 2, for various reasons. Hoping by the 18/03/2021 we will have a firm decision between Natural England and SDNPA, about what we want. Conscious I do not want to undermine what others are pushing for in terms of various items, particularly outside a designation – which is why I do not make comments on VP outside a designation. Others may be pushing for VP inside a designation and I am mindful not to undermine those as well in this instance. The National Trust came forward with one or two in designation, which is why the generous number of VP around Beachy Head. Looking at the eight in your list, which you sent in your response document, the ones which are not being pushed by the National Park is VP41 (Slindon Folly), VP44 (Old Winchester Hill) and VP45 (Catherington Windmill) can be exclude. This leaves us with VP30 (Halnaker Windmill), VP32 (Levin Down) – put forward by SDNPA, VP53 (Amberley Mount), VP54 (Chantry Hill) and VP58 (Wolstonbury Hill). Need to discuss with SDNPA and get back to you on the 18/03/2021.</p> <p>SM – Slide (?) shows we have other VP in quite close proximity to those (VP30 and VP32). Recap others?</p> <p>AB – I do not want to be put in a position where I undermine another statutory consultee. VP41 (Slindon Folly) and VP44 (Old Winchester Hill), I think they came from Hampshire County Council, they are a statutory consultee on this, but I am willing to let those go. VP53 (Amberley Mount), VP54 (Chantry Hill) and VP58 (Wolstonbury Hill) came from Natural England and SDNPA.</p> <p>SM – Slide 24 shows VP53 (Amberley Mount) and VP54 (Chantry Hill).</p> <p>AB – Splitting them with VP20 (Springhead Hill)?</p> <p>SM – Yes, splitting the VPs with VP20 (Springhead Hill). Those in Purple are the VPs you mentioned, and the Red are the included VPs.</p> <p>AB –I assumed it is was on the South Downs Way and that is why they are doing it. Need to have a conversation with SDNPA</p>	



Agenda Item	Notes	Actions
	<p>SM – It would be worth mentioning that we are including VP53 (Amberley Mount) and VP54 (Chantry Hill) in the onshore LVIA. We have surveyed them, and we do have photographs of those locations. If we need to look at prioritising between VP locations, we can do. VP20 (Springhead Hill) came from the original Rampion 1 OWF assessment and tried to retain those where we could provide a direct comparison.</p> <p>AB – I am going to have to defer to the SDNPA on this, as they have the local knowledge. The same goes for VP58 (Wolstonbury Hill), if the SDNPA have put forward this VP for a reason I am happy to support it, but I cannot provide any more justification other than the SDNPA want it.</p> <p>SM – VP58 (Wolstonbury Hill) is provided on Slide 25, it is north of Devil’s Dyke (VP17), where we have it nearby. Our overall point we feel there are a number of locations where we have a VP included in the list, that is representative of the effects and a proxy to understanding the effect from the alternative suggested. See what the SNPA think about that.</p> <p>AB – A conversation next week with SDNPA and get to an agreed position.</p> <p>SM – I think it would be good for them and yourself to see the suite of visualisations. To judge and consider and determine if that is enough or if something else is needed. I am conscious of that, the advice could come through formal consultations, the Section42 consultations post-PEIR and if we need to address anything in particular when you have had the benefit of seeing the full suite of visuals already prepared.</p> <p>AB – There is a substantial urban population, and several other projects are providing more 3D almost live video of what it would be like e.g. Highways England. You have effectively an urban coast that stretches a very long way and will be in full view, I wonder if you might get pushed to provide something a bit more connectic than just photomontages.</p> <p>SM – I think for public consultations you are right, it is a useful tool.</p> <p>AB – I wonder if it might be useful to have to bring out and show. You could be inundated with questions.</p> <p>EW – It’s not an artist impression, for a road it is much easier to say what it would look like, because we are working on visualisations of a worst-case scenario. However, for our Dublin Array project, digital VP and visualisations and have been well received. Certainly, something we would consider, how we depict it and frame it is another matter.</p> <p>AB – If you have a number of key VP within the SDNP as well, a similar approach could be taken if worth thinking about. Happy to stick with photomontages for assessment, however for others, it may well be useful to what it will look like in reality as opposed to static image.</p> <p>EW – That is useful, thank you.</p> <p>SM – Thanks for the comments on the VP specifically. Anything else you wish to raise on those VPs or are we taking away an action to discuss further with SDNPA?</p>	



Agenda Item	Notes	Actions
	<p><b>AB – Discussion with the SDNPA (12/03/21) and come to an agreement by the 18/03/21.</b></p> <p><u>2.3. Photomontage viewpoints and 2.4. Format of visual representations</u></p> <p>SM presented Slide 26 containing a list that shows the range of visualisations produced for PEIR, with all 40 VP will have a baseline panorama and a wireline view whether that is 90°, 180° or 270° depending on the extent of the relevant baseline view. Twenty-three of the VP have full photomontages, with all the VPs having a wireline view and baseline view alongside it. Slide 27 shows the location of the photomontage VP where we are proposing to include full photomontages. The red dots show the VPs, demonstrate the effects at a range of distances and different receptors while trying to get a proportionate balance between the provision of VPs with full montages and others with baseline photograph and wireline. The key coastal settlements outside the National Park will have a montage as well as all of the VPs in the Heritage Coast and the National Park coastal sections. A number of VPs through the National Park with increasing distance, extending northwest and west for longer distances. The VPs on the Isle of Wight VP24 (Bembridge) and VP35 (St. Boniface Down) and Chichester Harbour would all have a full montage. We intend to include these in the PEIR, open to looking at whether other particular montages are a priority, again I think this would be useful to do once you have sent the full suite of visualisations.</p> <p>AB – Agreed. The single-frame images 39.6°. I agree 75mm is the equivalent is probably overkilled. I do think, in certain instances, as you already have Rampion 1 OWF to compare it to, that I do think 39.6° single frame images would be worth considering. I can understand your point that you are possibly focusing in too much and you do not see all of the array, which demonstrates how closely the turbines are going to be. With East Anglia 2, I did not feel this was an issue at all due to the very big vistas out to sea, with very little to interrupt that view. Rampion 2 is confined to the coastal edge and is going to be a different scenario for SDNP, as the views are more focussed you do not have a wide panoramic view that you do in East Anglia. In terms of relying on the 53.5° over there, which I was fine with. SDNP, people will be looking towards. We had a view of single-frame images done at Cuckmere Haven on the beach.</p> <p>SM – We had a look through the list of VPs and overall, the majority of the VPs extend beyond 39.6° so there is a technical limitation. Generally, there are not suitable for visualising Rampion 2, as the 53.5° panoramic montages. Simply because they rarely capture the full lateral spread. The extent of Rampion 2 will be off the image. The best approach is the 53.5° panoramic montages, in some views, which I think you were agreeing with that anyway. We will need two of those to capture the full spread.</p> <p>AB – As a standard approach for the photomontages that’s absolutely fine. I am not arguing for 39.6° as the standard approach. I am quite happy with 53.5°. Happy to take this to the SDNPA when we have a discussion next week, for selected VP I think a sub-set of single-frame images at 39.6° would be of benefit.</p>	<p><b>AB (18/03/21)</b></p>

Agenda Item	Notes	Actions
	<p>SM – We can look at it.</p> <p>AB – If you are happy for me to discuss with SDNPA next week, perhaps we will come back with a list where a single-frame image of 39.6° would be beneficial</p> <p>SM – Overall I do not think they are needed. If you were to look at Slide 29, when you have those discussions, it lists the VPs, based on their horizontal field of view. It is just the ones at the top that are within Rampion 2 horizontal field of view of less than 39.6° and would fit on the image.</p> <p>AB – It is not necessarily the point of the entirety of the array sitting on the image, it is what the viewer perceives looking out from it. That is the whole notion of what is in that person’s vision. People tend to see somewhere between about 45° and 35°, so have something in the middle of that would be appropriate for certain locations.</p> <p>SM – Certain locations. We can look at it. The scale of the 39.6°, the scale of the turbines in those views is an enlargement almost of the turbines.</p> <p>AB – I think we are going to beg to differ on this point.</p> <p>SM – That’s our take from the guidance and having had a look at it with the images in the field. The 53.5° planar projected images should be representative of the vertical scale of the turbines.</p> <p>AB – We disagree on this point.</p> <p>TG – I wondered particularly from the National Park how many of the VPs that we had actually gave us a view of which the single-frame would encompass the entirety of the horizontal spread of the project. That was then immediately addressed in the discussion.</p> <p>SM – It is those views that look more end on where the lateral spread is smaller so Birling Gap (VP2), Beachy Head (VP1), Seven Sisters (VP3) is perhaps relevant to these views from the Heritage Coast but as soon as you pan west and go round to the dip slopes of the National Park looking over the coastal plain and you see the full horizontal spread of the Extension Area and Zone 6, that is when you are going out beyond the 39.6° up to 90° in some of the VPs.</p> <p>NH – We will leave that one with AB to discuss with the SDNP next week and pick it up later at the ETG (18/03/21).</p> <p><u>2.5. Dark skies / night-time effects</u></p> <p>SM continues with dark skies and how this was to be approached for the PEIR assessment. Are assumptions in terms of the turbine lighting are that the aviation lights would be 2000 cd aviation lights, red lighting on all of the peripheral turbines. On Slide 33, you should see we have defined the perimeter turbines with a red circle on the worst-case scenario layout we were looking at previously and assuming all the perimeter turbines within that layout would be lit for the purposes of the assessment and the photomontages that we are producing showing the effects of the lighting at night. We are assuming they will flash simultaneously and will be controlled by on/off switches and twilight switches, lights coming on at the end of civil twilight. We are assuming the lights will have a reduced intensity at or below the horizontal. The intensity of the light is at its brightest at or just above the</p>	

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	<p>horizontal and below and above that the intensity of the light drops. We are also assuming there would be a reduction in intensity when visibility in all directions from the wind farm is greater than 5km. We assumed there will be marine navigation lights at platform level on those peripheral turbines we have highlighted. In terms of the assessment approach at the moment we are assuming the Rampion 1 OWF turbines lights, aviation lights and marine lights would remain in place and operate as per the baseline conditions. Even though the Rampion 2 turbines will create a new periphery in certain parts of the array to the south and the east and west. In the photomontages our best indication of the likely intensity of the Rampion 2 lights is the Rampion 1 OWF lights we are using those as a que to replicate the lighting intensity in each of those individual photomontage VPs.</p> <p>SM asked if there were any questions on the assumptions made for lighting?</p> <p>AB – No, the assumptions are absolutely fine and make perfect sense.</p> <p>SM continued to present the slides, looking at the effects of the visual resource, views experiences by people at night as a result of the lighting. We are not considered effects on landscape character specifically as a result of lighting, but we make an assessment of the effects on the dark night skies quality of the National Park. Which is part of Special Quality 3, tranquil and unspoilt places, so there will be an assessment of the effects of the Rampion 2 lighting on that specific Special Quality. Focusing on where the light may be visible, how many and the level of change from the baseline using representative VPs to inform the assessment. Looking at the baseline information we have gathered both desk-based survey information and the field survey at night from a number of VPs. SM presented a slide showing the CPRE baseline lighting mapping, it illustrates the darkness of the National Park but also the extent and higher levels of light pollution that occur between the National Park and the sea, due to extensive areas of urban development along the coast. This was evident in our surveys when we were out doing the night-time photography. SM presented a photograph taken on Slide 36, from Hollingbury Hill Fort (VP27) at night. Rampion 1 OWF lights can be seen in those views looking through the urban areas and somewhat secondary to the urban lighting effects. Although clearly visible in the views at night, at the baseline influence of the lighting already in the environment reduces your ability to receive the brightness of the wind farm lights in these particular views. Dark skies not significantly affected by turbine lighting at the horizon level out to sea. VPs where you look over urban areas there are other areas such as Birling Gap (VP2), where the effects are differently mainly from the Sussex Heritage Coast VPs where the National Park and the Dark Skies Reserve forms the coastal edge and have direct views over the sea, with low levels of baseline night lighting. You can in Slide 37, the operational turbine lights of Rampion 1 OWF clearly and vessels and cardinal buoys in the water, that particular stretch of coast does not have the intervening baseline lighting. Our focus at the moment in terms of the assessment is on that key area, around the Sussex Heritage Coast (Slide 38). We are also looking at the effects of the lighting from other areas of the Dark Skies Reserve. Particularly the Dark Skies Discovery site, VPs at Devil’s Dyke (VP17) and Hollingbury Hill Fort (VP27), near or at the Dark Skies site and VPs further west/ northwest into the core areas of</p>	

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	<p>the Dark Skies Reserve, at a greater distance and less effected by the immediate sky glow of urban areas. Focus in terms of study area is within 30km, in and around where the night-time baseline lighting is of low level in terms of effects, darker landscapes around the Sussex Heritage Coast.</p> <p>SM – Any thoughts on approach?</p> <p>AB – In terms of the approach it is absolutely fine. The important thing to consider is the effects down at the coast, particularly at the Heritage Coast and Beachy Head (VP1) area. There is a strong urban influence on the coastline between Brighton and Bognor and any views out to the array at night is going to have to take into account the night glow. However, down at the eastern end, Beachy Head (VP1) there is nothing. I think you are right to focus where you are focusing.</p> <p>SM – That’s great, we will keep progressing on that basis.</p> <p>SM finished with AOB on SLVIA asked if any attendees had anything else to raise?</p> <p>TG – Useful discussion. On the night-time visualisations and the lighting, its brilliant that we have the information on what Rampion 1 OWF looks like to transpose across to Rampion 2.</p> <p>SM – It is really useful to have as you do not always have that when you are producing photomontages of night-time views of a wind farm that is not an extension. Able to understand how you see those lights at night, through dusk period and into darker period after.</p> <p><u>Additional comments:</u></p> <p>NH – This presentation will be very similar to the one that will be delivered at the ETG. It is helpful to know AB will be speaking to SDNPA next week and then hopefully we can make progress on anything outstanding from today at the next ETG (18/03/21).</p> <p>TG – If there is anything AB can provide post-conversation with SDNPA, particularly in preparing for the ETG, would be useful.</p> <p>AB – Should I pass that straight to SM?</p> <p>TG – Yes, SM can keep us in the loop.</p> <p><i>SM left after the SLVIA presentation prior to the Benthic presentation.</i></p>	
3	<p>AdB introduced herself and the Benthic agenda. AdB noted that since the last ETG meeting an intertidal survey has been undertaken in June/July 2020. We collected 23 quadrats across the area of interest and the survey also included sediment cores at ten sites. Twenty cores in total for PSD and macrofaunal analysis which have been analysed and the report is with us at the moment. This will feed into the assessment that we are undertaking at present. The survey also collected 1263 high resolution images; we have good quality data across the intertidal area.</p> <p>AdB covered the survey results. Sandy shores dominated the mid-lower shore, which supported a number of marine invertebrate species, belonging to two major taxonomic groups Annelid and Crustacea. There was clearly zonation</p>	

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	<p>across the area with shingle dominated shores, in the super littoral and upper shores, polychaete and amphipod dominated fine sands in the mid-lower shore, interspersed with seaweed dominated rock pools. On the lower shore it was characterised by green and red seaweeds dominated rock with some chalk and cobbles as well as bored chalk interspersed with fine sands, supporting the polychaete <i>Lanice conchilega</i>. On the upper shore in west zone of the survey area there are patches of soft rock comprising of a mosaic of both exposed clay and chalk.</p> <p>AdB provided figures of habitat maps, based on EUNIS classifications which will feed into our assessment of impacts.</p> <p>AdB asked if there were any questions so far?</p> <p>EP – No it is good to have an update on that.</p> <p>AdB presented the sub tidal surveys. The surveys have had a few COVID-19 and winter weather issues, which has not enabled us to collect the survey data in time for the PEIR assessment. AdB gave a subtidal survey update, showing the latest DPR from the vessel, they are out at the moment and it looks like there will be some good weather over the next couple of days for data collection. At the moment the status we have collected 27% of the Hammer grab samples, 74% of DDV and 71% of the Day grab samples. The analysis will not be completed on time, while the macrobenthic and PSD not being completed in time for inclusion into the baseline characterisation. We have come up with a solution to that issue. AdB asked for attendees to flag any queries on this. AdB continued with the solution, and propose the application of a predictive habitat map to undertake the assessment, essentially, we will be using predictive biotopes, based on the interpretation of geophysical and historic data sets for the area. AdB confirmed with our modeller sub-contractor, Ocean Ecology, they are feeding in the DDV results, which they have analysed. There will be some new site-specific data which feeds into the model.</p> <p>AdB ran through the methods of the model. The model's foundation comprises of the site-specific high resolution acoustic data for the site. The model applies the ground truthing information from existing survey data to essential 'train' the results of the acoustic data, which is the best approach based on the information we have. The model will be trained by the ground-truthing information which comes from all the existing RSMP survey data, in addition to the Rampion 1 OWF benthic monitoring data. We have all the microbenthic, PSD and seabed imagery data for those surveys and we will be feeding in information we get from the ongoing Rampion 2 benthic surveys. The microbenthic and PSD data will not be ready in time for the PEIR assessment, but certainly the seabed imagery will. The model uses a maximum likelihood classification, which is the applied pixel base parametric approach. It calculates the probability of any given pixel belonging to a specific class and produces a grid of classes, which then outputs into a raster map. The four main steps for the model include obtaining the bathymetric derivatives which have been collected for the site, then they undertake principal component analysis, which essentially identifies those bathymetric derivatives for each of the pixels. They then obtain classified habitat data to create signature files for all of those</p>	

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	<p>pixels and then they run a maximum likelihood classification. The outputs will allow us to have predicted biotopes across the site. The final model output will include one standalone habitat map, which will be in a shapefile and will be based on EUNIS classification. Associated with that there will be detailed methodologies and a summary of the results and any discussions of the model. We will note that there will be limitations, as we are still collecting site-specific data, however we feel this is the best approach, based on the options we have at this point for PEIR. The assessment will be based on the modelled biotope outputs, which has been done on several other projects. We will be able to feed in all the information as we get it, to give full coverage figure, with its limitations based on point data.</p> <p>A dB presented an initial high-level figure and highlighted that work is still being completed on the Level 5 biotopes. The geophysical data has been interpreted and the best biotope information. It has changed quite a bit since this iteration.</p> <p>A dB asked for feedback on this approach?</p> <p>EP – Initial thoughts are it is not going to be as good as if you had the full data. There are some limitations in the existing data and the separate that exist between existing data. As much of the ground-truthing that you can feed in as you go along would be better. Not having sufficient ground-truthing is the main limitation. Which is why we asked for the benthic surveys in the first place.</p> <p>A dB – Absolutely, I think if we can get all of DDV data in there that would be brilliant. There will be limitations to it if we can run the assessment based on the best predictions of biotopes and we will update it following completion of the surveys.</p> <p>EP – Also, the Rampion 1 OWF data is quite limited in survey points within the area for this project. Its helpful but not necessarily that informative.</p> <p>A dB – Quite a good coverage to the east of the array. There are certainly a few dotted around, but the RSMP data, some of it is historic, but certainly good coverage. Working with the best available data is our priority.</p> <p>EP – The risk is if you find something that is quite different to what the existing data is showing, which is not very likely but definitely a risk. Important to point out and be transparent about it.</p> <p>A dB – That is a good point and I think something worth including in the assessment itself.</p> <p>TG – The likelihood of something turning up, there is always a potential for that, relatively unlikely given the sort of surveys and depth of study undertaken in this whole area over quite some time. The use of the predictive mapping is very closely related to the geophysical survey, which does give accurate detail on the seabed. There is quite a high level of precision and detail available from that. The point data ground truths that and allows us to block in areas of the seabed that have the same geophysical signatures. As we get the data from the site-specific work and feed that in. We will be interested to see how that influences the predictive mapping that has been undertaken</p>	

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	<p>already. I imagine this will be largely what we are already seeing based on our understanding of the region.</p> <p>EP – I agree, I think the more data you can feed into it and you are receiving it the more confidence you can have.</p> <p>TG – Interesting in the way the predictive mapping shows areas where we do have homogeneous seabed and where it is more interesting and the way it follows the bathymetry.</p> <p>AdB – High resolution, especially on the near shore, where you have an increased amount of biotopes or habitat type. You can see the predications are correct in term of homogeneous area and offshore. There should not be any surprises, based on the evidence we have for the area.</p> <p>TG – Where we have uncertainty in any of the assessments, we always try to provide for that through additional precaution, within the assumptions we might be undertaking our assessment from. We will make sure that is well articulated and set out in PEIR, with full survey data in the ES and DCO.</p> <p>EP – I will take this approach forward to our benthic specialists and let them know this is what you are thinking and what to expect for the PEIR. Good to have a heads up at this point.</p> <p>AdB – Any feedback they have please just get in touch, so we can discuss it.</p>	
4	<p>NH noted that the only other item on the agenda, that is in relation to surveys, was to confirm we have also acquired following our last meeting with Natural England the 2020 Aggregates data, that we had mentioned around black bream. At the moment we have not managed to incorporate anything into this meeting, but we will be able to put forward more initial results on that at the ETG on the 24/03/21.</p> <p>EP – We were hoping you would get that data.</p> <p>NH asked if there were any questions in relation to what has been discussed?</p> <p>EP – Useful to have a heads up before the next set of meetings and to know where you are at and have a bit of an update on timescales.</p> <p>EW and TG thanked all attendees for their time and everyone’s input and expertise in the meeting.</p>	



**Rampion 2**  
**Evidence Plan Process: Ornithology, Marine Mammals and HRA (offshore)**  
**Expert Topic Group Meeting**

**Date:** 26/03/2021

**Location:** Videoconference via Microsoft Teams

**Attendees**

██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (FS)	MMO	Case Manager
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (CL)	Natural England	Senior Marine Mammal Specialist
██████████ (OH)	Natural England	Senior Marine Mammal Specialist
██████████ (MS)	Natural England	Marine Ornithology Specialist
██████████ (JT)	Royal Society for the Protection of Birds (RSPB)	Conservation Officer
██████████ (DH)	Sussex Ornithology Society	County Recorder
██████████ (SW)	Sussex Wildlife Trust (SWT)	Living Seas Officer
██████████ (CP)	The Wildlife Trust (TWT)	Marine Planning Officer
██████████ (TK)	APEM Ltd	Ornithology Specialist
██████████ (SS)	APEM Ltd	Ornithology Specialist
██████████ (RS)	SMRU Consulting	Marine Mammal Specialist
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (LG)	GoBe Consultants Ltd	HRA Specialist (Offshore)
██████████ (FM)	GoBe Consultants Ltd	Benthic Ecology Specialist
██████████ (AK)	Wood Plc	HRA Specialist (Onshore)
██████████ (EW)	RED	Consents Manager Rampion 2
██████████ (AD)	RED	Environmental Specialist – Rampion 2
██████████ (NH) – Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) – Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager

**Apologies**

██████████	Natural England	Case Manager
██████████	TWT	Senior Marine Planning Officer
██████████	Wood Plc	Overall EIA Project Manager
██████████	RED	Project Manager – Rampion 2
██████████	RED	Consents and Stakeholder Manager



Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Updates on the Proposed Development and activities undertaken to date
3a	Offshore Ornithology <ul style="list-style-type: none"> <li>Update on survey data collected since previous ETG</li> <li>Discussion on any comments received/ or raised during meeting on the Method Statement</li> </ul>
3b	Nature Conservation Assessment
4	Marine Mammals <ul style="list-style-type: none"> <li>High-level summary of baseline data collection since previous ETG</li> <li>Discussion on any comments received/ or raised during meeting on the Method Statement</li> </ul>
5	Offshore Habitat Regulations Assessment (HRA) <ul style="list-style-type: none"> <li>Approach to screening comments and how this is being taken forward to RIAA to seek approval</li> <li>Sites being carried forward</li> <li>Discussion on any comments received/ or raised during meeting on the Method Statement</li> </ul>
6	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	NH ran through introductions and ETG presentations outlined for the meeting and general housekeeping. Also made participants aware that the ETG meeting was being recorded. <b>No objections noted.</b>	
2	<p>EW provided a project update. The Scoping Opinion was received in August 2020, which has led to the Preliminary Environmental Information Report (PEIR). We have worked through a process whereby the PEIR Assessment Boundary has been reduced since scoping as part of the ongoing process. We have held the first round of ETGs stakeholder engagement and carried out several Project Liaison Group (PLG) meetings in Q3 2020 and more recently prior to the informal consultation. We carried out informal consultation in January/February 2021, via a virtual village hall exhibition. We have also undertaken a second round of PLG, Parish Council and Local Planning Authority members briefing. The onshore surveys are ongoing to inform PEIR and the Environmental Statement (ES). We have completed offshore surveys in March 2021, so some of the data will not be included in PEIR but will be incorporated at ES. The PEIR boundary is currently in draft, and the indicative PEIR boundary changes will be communicated to ETGs prior to publication.</p> <p>In terms of the Proposed Development, we have undertaken a design evolution process, over the last few months, looking at the Scoping Boundary to define both the onshore cable route, which was a broad route identified during Scoping process. We have also looked at technical constraints, providing an in-</p>	

Agenda Item	Notes	Actions
	<p>depth review of the process to identify the least impact feasible routes. We have refined the area of search for the substation, moving from a number of different options originally identified and refining down to three areas of search and have maintained possible optionality along the cable route. We issued a broad cable corridor route to ETG members at the start of informal consultation. The issues and concerns raised in those consultations and feedback has helped to inform further cable route refinement and substation site location. We are working through responses to look at reducing optionality and informing methodology. We are in ongoing discussion with landowners to agree on routing e.g., access points and working with the engineering team to minimise disruptions across, particularly sensitive designation locations. For offshore there have been refinements to the east of the site and the north-western edge in response to early engagement with shipping and navigation interests but also following conversations with statutory bodies.</p> <p>EW presented <b>Slide 6</b> which showed an overview of the proposed PEIR Boundary and the refined onshore cable route within the Scoping Boundary, leading to areas of search for the substation at Bolney. Slight deviation outside of Scoping Boundary following a site visit undertaken in summer 2020, where we identified some serious technical and environmental constraints, refine by 50m.</p> <p>EW presented <b>Slide 7</b> which confirms the refined offshore boundary. The black boundary was the original Scoping Boundary, and the red dotted line is the proposed indicative boundary, provide at PEIR. EW noted that concerns regarding views from Beachy Head and heritage coast, and proximity to shipping lanes were raised.</p> <p>EW presented the informal consultation. This has been undertaken over the last couple of months. Due to COVID-19, we have had to undertake a virtual village hall, which has worked well. We set up a virtual village hall on the RWE website, with over 6000 visitors to the exhibition. This was an awareness-raising exercise and not broadly advertised – social media, newspapers. We received over 250 feedback forms from the local community and interest groups. The majority were from coastal locations and closest to onshore substation search areas. The main issues of concern were on the environmental impacts of onshore construction and taking an opportunity to enhance/mitigate any environmental impacts, e.g., kelp restoration campaign off the Sussex Coast. We also received queries on the new cable route, given the Rampion 1 Offshore Wind Farm (OWF) cable route, and looking for an understanding as to why that was required. We are producing preliminary feedback from that informal consultation in support of the formal consultation.</p> <p>EW presented the roadmap for 2021. The DCO application will be based on the responses and incorporating the feedback and we are looking at submission towards the end of 2021. In terms of further ETG meetings, the next Round will be completed over the next couple of weeks. We are also looking at a post Section 42 consultation in September 2021. Based on feedback from other ETGs, we will make sure to communicate the agreed dates for those soon.</p> <p><u>Comments/questions:</u> None raised.</p>	

Agenda Item	Notes	Actions
3a	<p>TK presented an overview of the presentation agenda.</p> <p>TK presented the survey updates. Drafting for PEIR almost complete, the data shown in this presentation will not be included in the PEIR but will be included in the ES. If it changes the conclusions those will be presented in the ES. Data analysis yet to be finalised, just for the entire surveys area and the walkouts. Have not done density estimates, or corrections or apportionment. Presented a figure of the survey area, showing the 4km buffer (for displacement and analysis) and the blue line of the whole survey area. As discussed previously, it excludes Rampion1 OWF. TK presented several tables showing all bird species observed in each survey between July 2020 and November 2020. July 2020, fairly low number for most species with Herring gull being the only species observed with a significant number. August 2020, relatively low numbers of most species' herring gull most abundant species, with significant numbers of Great Black-backed gull as well. September 2020, the great black-backed gull most abundant species in this survey, Herring gull has dropped down to single figures, very low numbers of other species. October 2020, all gull species are low in abundance, few more gannets might suggest gannets passing through due to post-breeding migration. The final survey is the November 2020 survey, low numbers of most species, guillemot and razorbill most abundant, suggest post-breeding migration or birds passing through and a handful of kittiwakes.</p> <p>TK highlighted the February 2020 survey. From the last ETG meeting, in February 2020, we had very high numbers of birds, particularly auks – razorbill / guillemot. Quite likely this was caused by Storm Ciara. Likely the auks, in particular, flew in prior to the storm and seeking shelter in the coastal areas. Flown a survey in February 2021, however no data to date, due to the time it takes to process that data. Have looked at Trektellen data, which indicates this theory may be correct. TK showed the Trektellen data – The Dungeness Seawatch data. In 2020 particularly on the 7<sup>th</sup> of February very large numbers of unidentified guillemot / razorbill passing through. Immediately after that (8<sup>th</sup> / 9<sup>th</sup> February 2020) the numbers dropped much lower, less of an effect on kittiwake with still high numbers. At the same point in 2021, the total numbers particularly for guillemot / razorbill are noticeably lower, suggesting in a normal year a similar number of birds might pass through and spread out over a greater period. Far fewer kittiwakes seen in the same time period. Seawatch are not done every single day, TK found data as close as possible to the February 2020 dates. This is not concrete proof and APEM have completed an aerial survey in February 2021, so for the ES, the data from that will be available. Auk numbers picked up in the 2020 survey were unusually high.</p> <p>TK presented the intertidal survey updates. TK noted that AK provided the data presented in the table, TK notes need to check with AK the dates of each survey. September 2020 to January 2021. AK confirmed, all of the updated data received (25<sup>th</sup> March 2021). Surveys finished on the 18<sup>th</sup>/19<sup>th</sup> March 2021. All surveys will come with dates, one low tide one high tide visit per month between September 2020 and March 2021. TK continued and noted from the surveys that have been carried out, a full list of species will be presented in the Baseline Technical Report. Local species Dark-bellied Brent goose were the single most abundant species, particularly in survey 8-LT. Most other species, fairly common waders and coastal birds. Sanderling are of particular interest,</p>	

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	<p>with up to 80 birds seen in one survey. Mediterranean gull seen in large numbers and there is some evidences of local colonies have been increasing in recent years, numbers may appear high based on some published estimates of UK populations, from 4-5 years ago. Rapidly growing colonies on the south coast.</p> <p>TK ran through the next steps between the PEIR and final ES, which include intertidal surveys completed, last aerial digital survey completed recently.</p> <p>TK presented topics of agreement to discuss from the Method Statement. NH suggested going through questions from the presentation and revisit the final slide.</p> <p>TK talked through high-level comments received from Natural England. Noted a few comments related to SPAs and Ramsar sites. All of which were considered by revised Screening, with adjustments made in some cases, or otherwise justification. Comments on SSSI, particularly Seaford to Beachy Head SSSI and Brighton to Newhaven Cliffs SSSI, it was not entirely clear what Natural England wanted us to do with those. The approach is SSSI are not considered within the HRA and RIAA and impacts based on EIA level impacts and the no likely significant effect (LSE) on the species and its regional population then APEM do not think there will be an impact on SSSI feature. Comment on flight height data and site-specific flight heights. Not a large enough sample size to include any site-specific flight heights. At this stage, they are not being included or presented in detail in the methodology. If that changes between now and the ES stage APEM will show the detailed methodology used to determine any flight heights, at the moment we are not using them. Comment on the In-combination Assessment and not treating any operational OWFs as part of the existing baseline, can confirm APEM are not doing that in-combination assessment. Query around sandwich terns for displacement analysis. APEM have considered sandwich terns for potential displacement, but the survey data showed a very low abundance of sandwich tern within the array area and the buffer around that. Have not gone through a detailed matrix displacement approach for sandwich terns, but they have been considered. For gannet, APEM feel the evidence supports using just the array area for the displacement of gannets. Using Rampion1 OWF as a site-specific displacement analysis, we do not have time at the PEIR stage but for ES it would make sense to do site-specific displacement analysis using data we have to inform buffer for gannets in the ES.</p> <p><u>Comments/questions:</u></p> <p>DH – Do we have an actual date for July 2020 onwards? Would help to compare the tables with other data?</p> <p><b>TK – Can provide dates of tables presented in the ETG following the meeting.</b></p> <p>END</p> <p>EP – Raised a couple of points. Concerned about not having the full dataset for PEIR, and Natural England’s concerns about drawing a conclusion on impacts on designated sites and nature conservation based on that. The February 2020 storm slide, believe Natural England have raised previously we understand that analogy, however any peaks in abundance due to that storm are still captured</p>	<p><b>TK (01/04/21)</b></p>

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	<p>in the assessment and they should be included in all analysis. Recorded peaks in abundance of particular species cannot be considered 'unusual' and should be included in all analysis and regarded as natural occurrences. Lastly, Natural England do not reach an agreement in meetings but take points away and provide a response in writing.</p> <p>NH – Given the ornithologist have not been participating in the benthic and fish ETG, anything specifically around the written responses to your comment will be written back in full. Helpful to discuss, at a high level what we are wanting to approach so you have an idea of what to expect. If you are either roundly happy with it or if there are issues before we respond that we will need to take away and address. Good to talk through during ETG meeting, with full responses following ETG.</p> <p>EP – Agreed.</p> <p>TK – Noted for Natural England's remaining queries. In terms of the baseline data available at this stage, fully update the data for the ES and updating all the assessments and conclusions. Not using the preliminary data to form final conclusions, if anything comes out differently in the final ES that will be raised. For the February 2020 data, we have not excluded we have used the numbers as they are. It was just highlighting that those number might be unusually high. APEM have carried out the assessment with those numbers as they are.</p> <p>EP – Natural England's concern is you have full data in the ES but there is a limited opportunity, after the PEIR for Natural England to review them. Aware that there will be another set of EPP meetings but with the timescale, in terms of Natural England seeing that data there is a limited timeframe. Would prefer to see it all in the PEIR to make comments and APEM have time to address them.</p> <p><b>Teams Chat Message:</b></p> <p><b>JT - No new questions, just in agreement with the comments given on the February data - been discussed but obviously one set of February data from 2021 should not discount the results from the 2020 data.</b></p> <p>EP – Agree with point raise by JT.</p> <p>END</p> <p>DH – Raised a query in regard to the Trektellen data. Sent the same chart (to all ETG invitees on 25/03/21) but added the Sussex data to it but also split each one into flight direction east and west. It shows up on or two things that are not clear from the Trektellen data, for example, 8<sup>th</sup> of February 2021 there was only 84 guillemot / razorbills seen at Dungeness, but in Sussex, there were 3,050 recorded in one spot and 4,460 in another. Clearly large numbers in the Sussex area that are not shown from the Dungeness data.</p> <p>TK – We have done a survey in February 2021 we will rely on the survey data we receive when that comes out it might show the same high density as last year.</p> <p>EP – Natural England would welcome consideration of additional data provided by the Sussex Ornithological Society as context for the wider survey findings</p>	

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	<p>and suggest that such data is both included in Appendices to the ES and considered in any discussion within the report.</p> <p>DH – Another point on kittiwake, APEM are saying the number in February 2020 was exceptional, however not convinced that it is the case. In December 2020, at Dungeness on the 5<sup>th</sup> of December, over 13,000 kittiwakes moved west presumably moved into the Channel and there were other counts on five other days of over a thousand birds moving west. Clearly evidence of large numbers of kittiwake wintering or spending some of the winter in the Channel. Needs to be looked at a bit further.</p> <p>TK – I will make a note to look into further and address.</p> <p>END</p> <p><i>TK ran through the Method Statement comments.</i></p> <p>TK – Not entirely clear what Natural England were expecting for those SSSIs raised?</p> <p>MS – In terms of SSSI, it is the proximity of both those SSSIs, and kittiwake are a monitored feature on both sites, need to take them into consideration. A worry that if we progressed to the HRA stage, which will be screening SPAs etc., then they would not be taken into consideration. Kittiwake is a sensitive species and given the proximity of the site for the local community, the involvement of the Sussex Ornithological Society. It would be appropriate to look at those colonies and make sure there is no impact. Appreciate them being included. Does that help?</p> <p>SS – At the moment in this drafting phase we will not be able to put them into these assessments for PEIR and RIAA as they are going through the review process. It is useful to get clarification on that. Not clear on why it would be taken into consideration for the screening point of view for the RIAA. Appreciate there are some complexities coming out of a post-Brexit world and interpretation of previous European guidance and legislation, but it does not involve screening through SSSI into HRA. There is a dangerous precedent that all manner of different national sites will have to be pulled through that screening process. If you are after a focus within the ES, which looks at assessing the local kittiwake population and undertaking some analyses which looks at the apportionment of any risk to that species from this project split across those colonies or the colonies as a whole. Then that is certainly, something APEM could look at doing and getting into the ES.</p> <p>MS – That sounds great, that what we are looking for and appreciate that.</p> <p>SS – Once we have got through the PEIR, and we have seen the Section 42 response, at the next consultation we could perhaps work up an example and share it ahead of the next EPP meeting. Then you will have some confidence to feedback into that process in advance of the final submission if that would appease you?</p> <p>MS – That would help, thank you.</p> <p>EP – The inclusion of a focus in the ES, examining the potential impacts of the development on local Kittiwake at Seaford to Beachy Head SSSI and Brighton to</p>	

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	<p>Newhaven Cliffs SSSI is needed. Detailing any workings of the modelling used to arrive at any conclusions reached would offer clarity and transparency.</p> <p>END</p> <p><i>In relation to flight heights.</i></p> <p>MS – What do you anticipate looking at in terms of flight heights, you have LiDAR capability and size-based methods. Are you intending to use those? In relation to the sCRM the methods you outlined are good. More specifically the preference is to use the the stochastic model sCRM, run deterministically and using the generic flight heights, Johnston <i>et al.</i> (Option 2 in the band model).. Also, if you can gather site-specific data, a side-by-side comparison of both the Johnston <i>et al.</i> distribution data and your site-specific data. Clarify if intend to use LiDAR or size-based methods?</p> <p>TK – APEM have not been conducting LiDAR on the aerial surveys, so it would be the size-based method.</p> <p>MS – The preference is to show within the reporting from the size-based method, the number of birds calculated to be at potential collision height (PCH) as a comparison.</p> <p>TK – If we get enough, we can show the comparison.</p> <p>MS – Has a few more details that run in the model and set in some of the parameters, that APEM will be familiar with but for consistency will share those with APEM.</p> <p>END</p> <p>TK – Useful to discuss a method you would like to see in terms of using Rampion 1 OWF as a site-specific displacement benchmark?</p> <p>MS – Point of clarification on the buffer, preference would be to look at the displacement from Rampion1 OWF in lieu of there being post-construction monitoring. Already surveying the area around Rampion 1 OWF. Look at the buffer around the existing site not just the buffer for the development area and compare your baseline data with the Rampion1 OWF data, to see if there has been displacement. Opportunity with the data APEM are gathering to do that analysis.</p> <p>SS – There is a major difference in the data collection methodologies, the basis for most of the Rampion1 OWF ES and DCO application was boat-based surveys and Rampion 2 is aerial digital surveys. Not common to do this approach before and after construction. Approaches are two different survey methodologies because of the issues with calibrating the two datasets. APEM have been internally discussing how to make use of data as it is being collected by a grid survey methodology, get a greater position on having collected data on a far greater density of data spots across the site. Whether APEM could do something akin to what has been done for the post-construction work for EA One and Beatrice OWFs, where it is looking at the relationship of birds in the wider area and the distance to turbines. That approach is more current more, possibly, appropriate method? Taking into account the difference in the survey methods from Rampion 1 OWF, but the temporal space between the two sets of survey data.</p>	



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	<p>MS – Reasonable approach, if you could share that, especially with the team that has been managing EA One. A reasonable approach to take and a way of using data sets to more advantage.</p> <p>SS – We will consult with Natural England, however we have not set any methodologies with GoBe or RWE on this, so take these away.</p> <p>END</p> <p><b>General comments:</b></p> <p>DH – The decision to publish PEIR in advance of the full dataset being available is noted although it would clearly be preferable if PEIR was based on complete information. This decision will lead to the unsatisfactory situation in which we can only comment on an incomplete document. This in turn will result in any comments being entirely provisional and which may require modification when the complete data are finally available.</p> <p>TK – Noted. The final ES will be fully updated following the complete baseline data.</p> <p>DH – There are also concerns regarding the timescale and the possible limited period in which to make comments on both PEIR and the full dataset in ES and still allow time for APEM to respond to those comments.</p> <p>TK – As above, by issuing the survey annual report alongside the PEIR, we hope to anticipate any issues early and with adequate time to address them.</p> <p>DH – The Joint SNCB Advice Note 2017 contains guidance on data recording and presentation. This includes the need for developers to provide the following:</p> <ul style="list-style-type: none"> <li>• Details of how density estimates, and derived abundance estimates have been calculated.</li> <li>• Details of if/how density estimates have been corrected to account for availability bias and detection probabilities.</li> </ul> <p>Can APEM confirm that these details will appear in ES?</p> <p>TK – All the details requested will be provided in the PEIR (specifically within Appendix 12.1: Offshore &amp; Intertidal Ornithology Baseline Technical Report).</p> <p>END</p>	
3b	<p>FM presented Nature Conservation (NC). Following the consultation on the NC Method Statement. Pulled together some general points that address a lot of the Natural England comments. Will aim to respond in detail to the specific comments following the ETGs.</p> <p>NC Assessment aims to pull together all the assessments within the technical chapter into a single NC chapter and within that chapter, it will look at International, National and Regional designations and provide an assessment of the qualifying features of those sites in EIA terms. Does not aim to overlap or supersede the HRA or MCZ Assessment. It will also form part of the application documentation. Within NC Assessment it will have the full suite of MPAs in the vicinity of the Rampion 2 study area. This includes the National Site Networks, (SACs, SPAs, Ramsar), MCZs, SSSIs that cover anything below the Mean High Water Spring mark, National / Local Nature Reserves and Local Wildlife Sites / Marine SNCI.</p>	



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	<p>FM noted that the chapter has been scoped based on the ZOI identified within the relevant technical chapters. 15km for benthic/fish and shellfish around the array, 10km around export cable corridor, which is driven by coastal processes and tidal excursions. The distance at which a remote receptor could be impacted. Ornithology used a 4km buffer around the Proposed Development boundary- marked in green on the figure, cut out the Rampion 1 OWF, driven by ornithology survey area. This the first step in identifying what sites will be scoped into the assessment. we will aim to look at site-specific data i.e., foraging range, to identify sites that might be outside the survey area but where there is potential for an impact pathway to be identified. Marine mammals started with a 26km distance for noise effects from piling and UXO, stated in the NC Method Statement, will be refined based on project-specific noise modelling.</p> <p>FM highlighted key issues from the NC Method Statement comments. Sites outside the study area will be scoped in where likely interaction is identified e.g., if there are mobile species from designated sites that do not overlap within that designated site i.e., Bembridge MCZ, has a short-snouted seahorse as a qualifying feature. The MCZ is outside the 15km ZOI, we know seahorses move to deeper waters during the winter season, scope MCZ into NC Assessment. Comments raised on how future project refinements or outputs such as noise modelling will be considered in PEIR and ES. The full scope of the NC Assessment will be frozen until we have all the project assessment information e.g., noise modelling and project design freeze, at that point, there will be a final list of NC sites. Any receptors of a site within impact pathways will be included within that NC chapter. Also, a comment raised on Climping Beach and how the red line boundary still overlaps with the Climping Beach SSSI. There is a commitment to Horizontal Directional Drilling (HDD) within the beach area, the intention would be to HDD to the side of Climping Beach, so the beach itself will have no direct impact on the site in terms of cable installation at landfall. The HDD cable installation is an embedded mitigation within PEIR and then carried forward to the ES.</p> <p><u>Comments/questions:</u></p> <p>EP – Would like to see responses in writing, but initially content with the information provided in the presentation.</p> <p>NH – Asked if there was anything from the TWT / the MMO / Cefas?</p> <p>RR – Nothing to add from the MMO, no major concerns, mainly defer to Natural England in relation to NC.</p> <p>END</p>	
4	<p>RS ran through a brief agenda of the presentation.</p> <p>RS presented the key data sources. The main change, the seal at sea usage maps have been replaced with the seal habitat preference maps. Rampion 2 will be the first project to use them, SMRU Consulting have presented both maps for comparison purposes in the baseline. In terms of the area for Rampion 2, there is not much of a difference between the two maps. Most of the differences between the two datasets were driven by increased grey seal tagging especially around Wales and certain parts of Scotland. It is not bringing</p>	

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	<p>in new data for the Rampion 2 area. The new habitat preference maps for this project are not too different from the at-sea usage maps. Having completed the baseline characterisation SMRU Consulting are recommending scoping out white-beaked dolphins from the quantitative impact assessment. The reason for this is none were recorded in the site-specific surveys, in the block for SCANS III, the JCP dataset or the ORCA opportunistic surveys in the area. Due to the lack of evidence of the species being present in any significant number at the site, SMRU Consulting are recommending they are scoped out of the assessment and are not included in the quantitative impact assessment for marine mammals. RS also noted the JNCC 2021 report on updated cetacean Management Units (MUs). SMRU Consulting are still using the old MUs for the PEIR assessment. The JNCC 2021 report will not be available for PEIR but should be available for inclusion in the ES chapter.</p> <p>RS presented the seal habitat preference maps in comparison to the older at sea usage maps. The main limitation from the older at sea usage maps there was not much grey seal data in certain key grey seal areas. A lot of data was using old low-resolution ARGOS tags and not the higher resolution GPS tags. A key limitation was the way null usage was treated e.g., a known haul out site, but no telemetry data for that site whether it be seals tagged at that site or seals tagged at another area visiting that site, no information of where the seal connected to the haul out site goes. In the at-sea usage maps had to assume usage declined with distance from the haul outs in a uniformed spread This has limitations, as grey seal behaviour varies around the UK, some sites where they are known to travel further offshore than others, so having uniformed decline is unrealistic. The authors highlighted this as the main issue with the dataset. Carter et al., 2020 habitat preference maps, had 100 more grey seals with GPS tags around the UK, a lot tagged in Wales and Scotland, not more tagging information available for the Rampion 2 area in particular. These maps look at various environmental characteristic and variables that drive seal presence rather than assuming seal abundance declines with distance from the haul outs. Where there is no information for a haul out, we can use the environmental covariates to model a more realistic movement of grey seals from those haul out site. Another advantage is they are scaled to the most recent haul out counts, more up to date. A limitation of the dataset is they only used haul out seals from the UK tagged seals, not from France. Planned to do at some point but was not included in this round of the mapping. SMRU Consulting are proposing to present both at-sea usage and habitat preference maps in the baseline characterisation. For the impact assessment, SMRU Consulting are proposing to use the habitat preference maps and not present the at-sea usage maps. There is not a significant increase in the data for the Rampion 2 area, results do not vary drastically between the maps. Also, it follows advice from the authors of the two reports, they recommend using the habitat preference maps and it is scaled to more recent haul out count data, so it is more relevant and up to date.</p> <p>RS presented the Noise Impact Assessment and information on noise modelling. Three underwater noise modelling locations, one in the North West and one in the East, both monopiles and pin-piles, and one in the South pin-piles only for depth reasons. Range of piling scenarios, not just different foundation types, but also a worst-case and a most likely scenario modelled,</p>	

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	<p>with different ramp ups and hammer energies. Will present PTS onset and TTS onset with areas, ranges and number of animals within those ranges. For behavioural disturbance presenting the number of animals predicted using the dose-response curve. RS highlighted the new seal dose-response curve, Rampion 2 will be the first project to submit using this dose-response curve. This is based on the Whyte <i>et al.</i>, 2020 paper, it is reassessment, improved modelling based on Russell <i>et al.</i>, 2016 paper and all of that was based on the Lincs project. No additional noise monitoring or pilling information has gone into it, but they have refined the underwater noise modelling looking at the sound levels the tagged seals would be receiving, and from that have updated the seal dose-response curve. RS noted the table presented in the slide will be presented in the PEIR, inside the blue box is the significant data. Previously when the old dose-response curve was used, the mean response was presented but there are large confidence intervals around the mean for the new assessment, so after discussions with the authors of the paper and to develop the curve, they are comfortable for us to use the data to create the mean curve (green bars). In addition, the authors would prefer the presentation of the 95% confidence too, to highlight the variability in the data. This is the dose-response curve SMRU Consulting have adopted in the assessment, a noteworthy difference to the previous curve, higher levels of response at lower received levels - main point of change.</p> <p>Discussion on Method Statement points. Comment from MMO, undertake a quantitative assessment for non-pilling underwater noise e.g., vessel activity and dredging. We have had discussions with Subacoustech, they can provide modelled results for PTS and TTS impact ranges from various non-piling construction-related noise sources. The behavioural assessment will be based on a qualitative assessment of the literature review of the different responses to the different species to the various sound sources. SMRU Consulting have recently worked on a literature review for Natural Resources Wales looking at behavioural response of marine mammals to various sound sources e.g., dredging, drilling and vessels, draw on evidence from that report – due to be released soon – can be included in the behavioural assessment. The next comment was on predicting the level of noise generated from operational turbines and modelling is based on extrapolation of existing measurements – MMO highlighted caution with this approach. TM noted the operational noise is always a bit of a challenge due to the limited data and the opportunities we have had to take measurements, have found we can barely hear when nearby, not that loud, do seem to be getting quieter with the introduction of more direct drive of turbines. The assessment we use here will go along with the worst-case scenario, extrapolate by the power of the turbines, which we suspect is very precautionary but in line with the recent assessment, we have done. RS continued with the next point raised. The MMO believes it is appropriate to model more than one pilling event within 24-hours. Included in the underwater noise modelling, four pin-piles within a day and up to two monopiles within 24 hours. TM noted Subacoustech did a study recently on this showing the difference between a single pile installed with a fleeing animal versus multiple piles, found the difference was small overall. RS noted a lot of the Natural England comments were very similar to the MMO. RS continued with the comments from TWT and SWT on cumulative assessment. RS</p>	

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	<p>confirmed pilling and UXO will not happen concurrently, UXO clearance will be prior to any pile driving, so no opportunity for overlap in the cumulative impact assessment. The last comment from the TWT, in relation to shipping inclusion in the underwater noise assessment. RS noted the project maintains the position shipping noise is included as part of baseline, as it is ongoing and existing noise source. TM raised that it is worth noting for the cumulative impact assessment, especially for PTS and TTS effects, the effects from shipping noise is so quiet compared to those thresholds if would not have a significant impact on them or overall exposure to any creature in the area.</p> <p><u>Comments/questions:</u></p> <p>RS – Any comments on the key data sources provided etc.?</p> <p>CL – Was going to ask SMRU Consulting to include both seal at sea usage maps and seal habitat preference maps. Originally thought you were replacing one with the other, but if you are presenting both that is good news. Content with what SMRU Consulting raised about White-beaked dolphins too.</p> <p>END</p> <p>RS – Agreement on the use of the new habitat preference maps? Or if you would need to see the results from both the at sea usage map and the habitat preference map together before coming up with a preference for the quantitative impact assessment?</p> <p>CL – The latter. To demonstrate the difference and provide evidence that there is not much of a difference between them. It makes it easier for Natural England to accept the habitat preference maps from then on.</p> <p>END</p> <p>RS – Agreement on the use of new curve for impact assessment?</p> <p>CL – Content with way it has been updated.</p> <p>END</p> <p><i>In regard to quantitative assessment for non-pilling underwater noise.</i></p> <p>RF – That addresses that comment.</p> <p>END</p> <p><i>In regard to underwater noise from operational turbines.</i></p> <p>RF – The MMO concerns were making sure in the assessment that there is adequate justification and evidence to support any extrapolated measurements, and to ensure that any data used is appropriate and applicable to the site in question. Turbines are increasing in size, and a lot of the existing measurement data is based on smaller turbines.</p> <p>TM – Everything will be explained and justified in the reports.</p> <p>END</p> <p>RS – Any comment from MMO / Cefas on the pilling modelling?</p> <p>RF – That sounds fine, just to raise consideration of the worst-case in 24 hours.</p> <p>END</p>	

Agenda Item	Notes	Actions
	<p><i>In regard to UXO and piling for cumulative impact assessment.</i></p> <p>CP – Heard the same response at the Fish and Shellfish Ecology ETG.</p> <p>END</p> <p><i>In regard to shipping underwater noise in the cumulative impact assessment.</i></p> <p>CP – Also in relation to increased vessel noise in the area during construction and operation. TWT ask for that to be included in the cumulative impact assessment.</p> <p>END</p>	
5	<p>LG presented the approach to consultation responses and gave an overview of the HRA timeline to date. Updated HRA Screening based on the HRA responses from stakeholders, which will form the basis of the RIAA – to be issued for consultation soon. LG highlighted the supporting evidence, which was issued prior to this ETG meeting. Detail of the update is contained within those documents. LG notes substantial detail is provided in the Summary of Consultation document, which is where a response is provided to comments made and also a full account of the updated screening.</p> <p>LG presented an overview of screening updates showing a summary of the substantial changes made. Most of those relate to seabirds, a few minor updates to terrestrial ecology, with a couple of new pathways added for LSE. Referred to the seal screening, update methods for identifying SACs based on Natural England’s comments relating to the provisional seal MU which has now been applied. In total, we now have 36 sites for which LSE was identified.</p> <p>LG presented the outcomes revised screening, showing sites that have been identified for LSE, which will be addressed at Stage 2 in the RIAA.</p> <p>LG presented a screening update for migratory non-seabirds and breeding seabirds. One of the most significant updates made to the screening which drew in a number of additional sites relate to migratory non-seabirds. We have provided in Appendix B more detail on how this was addressed, which resulted in an additional 10 pathways being identified moving forward into the RIAA. Also, a notable update relating to breeding seabirds, which related to the Woodward <i>et al.</i>, 2019 mean max foraging ranges and to that, we added the step one standard deviation, which extended those ranges and identified additional sites for which were then considered for LSE and drawn into the RIAA, where that was appropriate. There was a Technical Note provided as Appendix C, which explains in detail how the update was carried out.</p> <p>LG ran through other notable conclusions. Benthic ecology, on the basis of Natural England comments, we have identified LSE, on the basis of mitigation which is applied in relation to pollution and INNS species and pathways during operation. These sites will be addressed in more detail at Stage 2. A number of species lists that have been updated and referenced detailed in Appendix A. Conclusions remain unchanged in relation to LSE in-combination.</p> <p>LG ran through points of clarification (<i>see comments section for response for ETG attendees</i>).</p> <p>LG presented a slide on items to consider when going through and considering written responses. Things we would like to double-check that we have been</p>	

Agenda Item	Notes	Actions
	<p>responsive and covered everything you needed us to in the comments that you made.</p> <p>LG finished the presentation by running through the summary slide. Comments have been answered and shared detailed answers in the Evidence Plan materials as well as a full account of screening post consultation. Will be replicated in the Stage 2 RIAA, which we will also publish for consultation.</p> <p><u>Comments/questions:</u></p> <p>JT – In relation to the first point of clarification on Pagham Harbour. Are the impacts on the common terns part of the terrestrial ecology potential LSEs or part of the offshore?</p> <p>LG – We have now combined consideration of the site into one. In the original screening, we had two matrices, considered onshore and offshore separately. Now merged that, so the site is considered as one. Hopefully, that will be clearer at Stage 2 that we have considered all impacts on that site as one.</p> <p>JT – Wanted to make sure it was being captured e.g., the foraging ranges of the tern. If it is all-encompassing, then that is great.</p> <p>TK – Considering terns from that point of view in the Offshore Ornithology chapter. If the impact is an offshore impact, we will certainly cover that. We are including those tern colonies.</p> <p>END</p> <p>EP – Natural England welcome the use of species-specific mean maximum foraging range + 1 standard deviation (Mean Max +1SD), as presented in Woodward <i>et al.</i> (2019).</p> <p>END</p> <p><u>Point of clarification</u></p> <p>LG – Point of clarification, agreement there that LSE could be ruled out, so assume that related to onshore receptors?</p> <p>EP – Comment from Natural England terrestrial team, just relates to onshore. Pleased that you have combined the two, far less confusing.</p> <p>LG – Does that relate to supporting habitats as well?</p> <p>EP – Having looked at how you have screened it now, Natural England are content with how you have done it in the update, so however, you have done it there is fine.</p> <p>END</p> <p>LG – The second point of clarification was in relation to marine mammals. TWT noted agreement over the sites that had been identified for LSE. As there are not any, wanted to double-check TWT was agreeing no sites have been progressed to Stage 2 for Marine Mammals?</p> <p>CP – We agree with all the sites chosen to include in the screening exercise and we agree with the conclusion as well.</p> <p>END</p> <p>LG – Next point is for TWT in relation to benthic ecology impacts e.g., reference to affects from Rampion 1 OWF. Does any of this relate to European sites features in particular or was it in relation to the ES considerations?</p>	

Agenda Item	Notes	Actions
	<p>CP – This is more about the ES considerations. Not so much relevant for the HRA, possibly in the wrong section.</p> <p>LG – Natural England’s comment may be the same, scour and cable protection did that comment relate to European site in particular?</p> <p>EP – No, that did not relate to a particular European site, we were thinking about pathways, so that is fine.</p> <p>END</p> <p>LG – Noted in relation to Point 61 and 62 on the table presented in the slide, was not sure if any attendees had time to cross-reference the feature now being used in the updated screening. There was a couple of requests to make sure we had the right features for Flamborough and Filey Coast SPA and Alde-Ore Estuary SPA and Ramsar.</p> <p>EP – Alde-Ore Estuary SPA features screened twice, now they are separate into SPA features and Ramsar features. Which is what we were looking for from that comment. For the Flamborough and Filey Coast SPA you had screened the features and seabird assemblage features. Potentially broken down the features, so just to make sure you have all the features of the seabird assemblage.</p> <p>LG – Were we missing some? Something we can double-check.</p> <p>EP – Yes, check that, that was what we were getting at with that point.</p> <p>END</p> <p><i>NH asked if there were any queries on the specific points raised for responses.</i></p> <p>EP – Pleased you have provided breakdown of comments and how you have addressed them, and pleased you have down a breakdown of the screening and a summary table, which was Natural England asked for. In terms of responses, are you going to issue a full updated screening report? Or do you want our response to the comments report that you sent through? When are we expecting the next report in relation to this? Not necessarily on the timetable we have had.</p> <p>LG – We will not issue a full updated screening report, as the updates will be captured in the front-end of the Stage 2 report, which will be issued as a draft RIAA. Believe some point in May?</p> <p>NH – Correct, issuing roughly in line with the PEIR, so end of Q2 2021. Consultation for both done at the same time.</p> <p>EP – That is how Natural England would prefer to have it. In terms of these questions provided on the slide, do you want a response to those after this meeting and comment further on the next report when that is issued?</p> <p>LG – If the answer was those aspects have not been met, then we would appreciate comment on that.</p> <p>END</p>	
6	<p>NH thanked participants for attending. Issuing the minutes out for feedback / comments to make sure all participants are in agreement with minutes, aim to get out in the next two weeks. PEIR chapter to come out to the end Q2 2021. Formal minuting from these sessions complete we will issue more doodle polls for September 2021 ETGs.</p>	

Agenda Item	Notes	Actions
	<p>EW also thanked participants for attending and for input. Special thank you to the MMO and Natural England in particular, as you have given up a lot of your time over the last two weeks. To everyone that has joined these sessions it is greatly appreciated.</p> <p>END OF MEETING</p>	



<b>Rampion 2</b>		
<b>Evidence Plan Process: Additional Seascape Expert Topic Group Meeting</b>		
<b>Date:</b> 28/04/2021	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (ABa)	Natural England	SLVIA Specialist
██████████ (AH)	West Sussex County Council (WSCC)	Rampion 2 Project Officer
██████████ (JN)	WSCC	Principle Planner
██████████ (CF)	South Downs National Park Authority (SDNPA)	Landscape & Biodiversity Strategy Lead
██████████ (VC)	SDNPA	Principal Planning Officer
██████████ (ABu)	National Trust	Planning Advisor
██████████ (AS)	National Trust	Planning Advisor
██████████ (SM)	OpEn	SLVIA Specialist
██████████ (EW)	RED	Consents Manager – Rampion 2
██████████ (AD)	RED	Environmental Specialist – Rampion 2
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH) – Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) – Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager

Agenda Item	Agenda Item
<b>1</b>	Welcome and previous meeting action points.
<b>2</b>	Seascape, Landscape, Visual impact Assessment (SLVIA) <ol style="list-style-type: none"> <li>1. Project envelope / worst-case scenario</li> <li>2. Viewpoint selection</li> <li>3. Format of visual representations</li> </ol>
<b>3</b>	AOB and meeting wrap up.

### Minutes of Meeting

Agenda Item	Notes	Actions
<b>1</b>	<p><i>AD noted EW will be attending the meeting later.</i></p> <p>NH thanked everyone for joining the meeting, given the last session on the SLVIA section at the ETG (18/03/21) overran and we did not reach as many conclusions as we would have liked. The previous ETG also highlighted some issues that we were still not at the point of coming to an agreement on around a number of Viewpoints (VPs) and our worst-case scenario layout, as what we presented was potentially quite confusing. We have made some amendments and taken on board your comments and hopefully present to you today something we can come to an agreement on.</p> <p>NH noted that the meeting will forgo the project introduction as everyone will be familiar with where Rampion 2 is located. The introduction slides on the project, we have not moved anything on, other than the update we provided at the ETGs in March 2021, we are running slightly behind on the programme in</p>	

Agenda Item	Notes	Actions
	<p>terms of publishing the Preliminary Environmental Information Report (PEIR). We are still aiming for Q2, 2021, but until we can seek agreement on the basis of the methodologies, this is our crunch point.</p>	
2	<p>SM ran through the agenda and noted the key things that we felt we need to have more discussion with you on following the last ETG Meeting on the 18<sup>th</sup> March 2021, where the issues around the Project envelope / worst-case scenario, representing the maximum design that we are assessing in the SLVIA. Also, the VP selection and the format of visual representations that we are producing for the PEIR and ultimately the Development Consent Order (DCO) application.</p> <p>The agenda structure around those three topics with the main aim, similar to the previous ETG meeting, being to agree on the SLVIA Rochdale Envelope worst-case scenario layout for assessment; agreeing on the VPs; and agreeing on the format of visualisations. We had nearly got there in terms of agreeing on those points in the last ETG meeting, but we ran out of time, to agree on some of the finer points of those issues.</p> <p><u>2.1 Project envelope / worst-case scenario</u></p> <p>SM presented <b>Slide 4</b>. Essentially, we would like to reach an agreement with you that the 325m wind turbine generator (WTG) scenario, that we presented to you previously, is the only worst-case for the purposes of the EIA. We have presented the 116 x 210m WTG scenario to you previously to allow consideration and discussion of the worst-case. In that scenario with the 210m WTG there is potential for more turbines within the Extension Area, to the west of Rampion 1, however due to the smaller dimensions of the WTGs, it will result in lower levels of effect and is therefore not the worst-case. We have undertaken more work as part of the PEIR assessment since the last ETG to explore this further and our conclusions have been that the implications of the 210m WTG scenario cannot lead to effects greater than those represented by the 325m WTG maximum design scenario (MDS), which you can see on <b>Slide 4</b> (the layout we have presented to the ETG panel previously). The effects that result from the additional turbines of smaller size in the 210m WTG scenario, is outweighed by the larger height and scale of the 325m turbines. More detail on this will be presented in the PEIR, however there are a series of wirelines that follow this slide (<b>Slide 4</b>) that illustrate the differences and we can talk through those. The 325m WTG layout represents the maximum effect on the coastline within the Heritage Coast and the National Park to the east, as well as the Isle of Wight AONB to the west and the Chichester Harbour AONB to the north-west and the West Sussex coastline, in terms of its overall proximity to the coast and its scale and lateral spread. We presented the Zone of Theoretical Visibility (ZTV) for the two layouts previously. The 325m turbine scenario has a wider geographic extent of effects, over a larger ZTV, with the extra height of the WTGs contributing to that greater extent of visibility. Those differences are evident when the ZTVs are compared and also evident in the comparison of the wirelines of the two scenarios at either end of the development spectrum.</p> <p>SM illustrated this through a series of wirelines starting on <b>Slide 5</b>. Wireline VP2 Birling Gap within the Heritage Coast and you can see the 325m WTG layout at the top and the 210m WTG Extension Area layout at the bottom of the slide.</p>	

Agenda Item	Notes	Actions
	<p>There is a clear difference in terms of the worst-case and the likely impact on views from the Heritage Coast illustrate, with the 325m WTG layout being the worst-case in that view. SM presented <b>Slide 6</b>, VP11 – Littlehampton, initially felt there could be some differences in the effect from VPs further west along the West Sussex coastline in particular, from the coastal VPs west of Worthing and Littlehampton in this wireline view as an example. There is potential for the 210m Extension Area only layout to have a denser appearance in those views. This is visible in the wireline on <b>Slide 6</b>, that the turbines have a denser spread and closer spacing. Overall, the 325m WTG layout still represents the worst-case in those views, primarily because of the larger WTG scale that would be visible. The 325m WTGs appear of comparative scale to the existing Rampion 1 turbines, with a wider overall spread including turbines visible to the east and behind Rampion 1, which you do not have in the 210m WTG scenario. It is also similar in looking at some of the other representative VPs, SM presented <b>Slide 7</b> which shows VP27-Hollingbury Hill Fort, which is looking over Brighton from the edge of the Downs. The illustration shows the 210m WTG Extension Area layout in the bottom wireline, just to the west, and the difference in terms of the maximum effect worst-case scenario for the 325m WTG layout at the top. SM noted that although a range of potential ‘worst case scenarios’ have been presented for discussion previously, this was a necessary step to go through to get to the point where we were confident that the worst-case layout, the only worst-case, is the 325m tip-height layout and the wirelines presented demonstrates that.</p> <p><u>Comments / questions:</u>  SM – Is there any feedback or any thoughts from the group on wirelines?  ABa – The 325m WTG worst-case scenario is the worst-case scenario, by comparison to the 210m WTG layout - the taller turbines do represent a worst-case scenario. No issue with that. As a matter of interest, regarding the diagram presented in the Scoping Report (Figure 16_2A), which had 116, 210m WTG - what turbine spacing were you operating on there? Note though that I do not think it affects the worst-case scenario as if you spread them out within both the Zone 6 and Extension Area, it does not make a huge material difference to the effect.  SM –I will need to check that in the PEIR. It is closer I think - it is half the spacing of the 325m WTG.  ABa – It looks like a similar density to Rampion 1, clearly these WTG are approximately 60m taller and the blade length will be proportionally bigger as well.  SM – We have a table in the PEIR setting out that the minimum spacing is 860m, which is half the spacing of the 325m WTG. We agreed on using nodal points within the boundary for the indicative layout, which were 860m minimum from each other, and the turbines could be placed on any of those positions for that layout. For the 325m WTG layout, we went for double the spacing as the minimum - 1,720m spacing.  ABa – That is quite a substantial spacing. Presumably, you have used that spacing as a worst-case scenario to help pad out the worst-case scenario. Would that be a logical conclusion on that use of spacing?</p>	

Agenda Item	Notes	Actions
	<p>SM – It is consistent across all of the topics, that grid of nodal points within the windfarm area of search was provided as the minimum spacing. Turbine positions would be consistent on that in terms of that spacing across topics, but each topic is looking at its own worst-case. Describing and evidencing that worst-case and agreeing it with stakeholders such as Natural England.</p> <p>ABa – By comparison to East Anglia Two, it seems like a very generous spacing and nodal grid.</p> <p>TG – In terms of using that spacing to make sure the full occupancy of the footprint could be presented under this scenario. Occupying maximum width and depth of the site using those distances etc. When it comes to the project, there will be potential for refinement, but minimum spacing would be set out as part of the DCO application. This is an indicative layout for the purposes of defining this worst-case scenario.</p> <p>ABa – That is going to provide us with a bigger target, clearly some of our responses will be quite robust based upon that spacing. No doubt that has been factored in.</p> <p>SM – It is factored into impact assessment. We are keen to make sure we are presenting one clear worst-case in the PEIR for you to be able to feedback on.</p> <p>CF – What you are presenting here is intended to be an indicative layout and I agree with ABa, you are probably presenting a fairly accurate worst-case scenario. Following up on that question about spacing, I was interested in the last session we had, and in some recent exchanges of letters there was a suggestion you would be looking again at the Zone 6 area, and there was potentially some changes to be made on the basis of feedback. I am not clear from looking at this has this layout if this has happened. Has the Zone 6 area altered in any way and therefore is this indicative layout worst-case scenario based on the original area of search?</p> <p>SM – It has not changed essentially from the boundary and windfarm area of search that was presented at the last ETG meeting in March 2021. However, it has changed since Scoping, the boundary was reduced to get to the PEIR Assessment Boundary that is shown in <b>Slide 4</b>.</p> <p>CF – So it is slightly different. I tried to do a quick compare and contrast and I could not quite work it out</p> <p>SM – It was reduced in its eastern spread from the original Scoping Assessment Boundary, and it was reduced westwards to get to this boundary (as presented on <b>Slide 4</b>).</p> <p>CF – I will need to do more comparisons to understand the changes.</p> <p>NH – I do have a comparison figure that shows the reduction of the Scoping Boundary compared to the PEIR boundary, if that would help?</p> <p>CF – That would be great NH, if possible.</p> <p><i>NH provided a figure of the Area of Search showing the scoping boundary compared to indicative PEIR boundary.</i></p> <p>NH – The light blue shaded area was our Scoping boundary and the red dotted line which shows a reduced area, primarily to the east, but also a small section</p>	

Agenda Item	Notes	Actions
	<p>shaved off to the west and on the cable corridor area of search as well. Since Scoping we did take on board comments around primarily SLVIA, commercial fishing, and shipping and navigation, which lead to the reduced size of the boundary to the east. What you were referring to in the previous ETG meeting is we have taken on board particularly Natural England’s comments, we were aware a letter was raised to the Planning Inspectorate (PINS) and there was some discussion around concerns, however, no further changes will be made prior to PEIR. Purely because at the moment, we are engaging with statutory consultees, but there is also a lot of other engagement that we would like to get feedback on in terms of impacts to that area. We will not be refining the Red Line Boundary (RLB) any further before PEIR, but we will be taking on board all comments as part of Section 42 to look at any further refinement that may be required before the Environmental Statement (ES).</p> <p>SM – It is worth noting as well that there has been a reduction on the western side as well.</p> <p>NH – Yes, and that was for clearance with Owers Banks as well as geophysical features for the export cable corridor, so it has been refined both to the east and to the west. Are there any other queries on the RLB?</p> <p>ABa – Can we have exclusion zone shown in the diagrams for PEIR please, as it does make it easier if we can see where it is? I know we have lost about half of it with that change, but there is an awful lot of linework and not having to describe it in written comments would be helpful.</p> <p>SM – Yes, we can consider that in a diagram for PEIR - but for clarity there is a triangle to the western end of the structure exclusion zone (SEZ) that is still within the assessment boundary but the rest of it is outside now.</p> <p>AS – Just to add onto that, <b>it is very useful on the eastern end of Zone 6 if you could have that slide sent round just for reference?</b> The National Trust are happy to take the 325m WTG as the worst-case scenario.</p> <p>SM – Thank you for confirming that. We can certainly send the slide through with those boundaries shown.</p> <p>END</p> <p>NH – Are WSCC happy with that approach in terms of the worst-case scenario?</p> <p>AH – We are happy that the 325m WTG is going to present the worst-case scenario. That is fine with us.</p> <p>END</p>	<p>NH (14/06/21)</p>
	<p><u>Viewpoint selection</u></p> <p>SM presented <b>Slide 9</b> providing a SDNP VP list to be considered and confirmed. We had discussed in previous ETGs some of the VPs were to be confirmed following our last consultation with Natural England and SDNPA. SM noted Natural England and SDNPA had convened separately to discuss VPs. With the exception of two on the list, the SDNPA opinion is that all of the VPs shown on the list (<b>Slide 9</b>) were worthy of inclusion in SLVIA and Natural England supported that view. We had discussions in the previous ETGs about the rationale for their exclusion from the VP list that we have been taking forward</p>	

Agenda Item	Notes	Actions
	<p>to date. We do want to reach an agreement on VPs to be included and assessed in the SLVIA; we see that as being critical to reaching agreement. RED are agreeable essentially to including the six VPs listed in <b>Slide 9</b> apart from the two VPs we had agreed to excluded (VP44 – Old Winchester Hill and VP45 – Catherington Windmill). The other six VPs (VP30 – Halnaker Hill, VP32 – Levin Down, VP41 – Slindon Folly, VP53 – Amberley Mount, VP54 – Chantry Hill and VP58 – Wolstonbury Hill) were believed to be additional VPs that both the SDNPA and Natural England wanted to see included. The slight issue we have in terms of including them in the assessment is that we would not be able to photograph them and have photomontages assessments ready for the PEIR. We can include wireline views from those VPs in the PEIR and then we can go out between PEIR and ES submission to complete photography and photomontages work.</p> <p>SM presented <b>Slide 14</b>, a series of maps that illustrate the position of these VPs. SM wished to pick up on that as part of the discussion with WSCC, as we are aware the other main comment in the ETG in March 2021 was the potential for additional VPs in the West Sussex Coast and coastal plain area, given some of the comments the WSCC had on the theoretical visibility shown in the ZTV in that area. This was requested by WSCC in order to see a more detailed ZTV with surface features to allow a more meaningful discussion on VPs. We mentioned at the last meeting that we had a ZTV that showed the visibility of the offshore elements of Rampion 2 with surface feature screening built-in. This is shown on <b>Slide 14</b>, this is one of the figures included within the PEIR. It shows the theoretical visibility when screening from woodland and buildings is included within the surface model. There are some limitations, but it is quite useful. Woodland and buildings are defined by OS open map data; the woodland height and the heights of the buildings are indicatively modelled at a working average height to inform the visibility calculation and do not factor-in the small variations in the woodland and building heights that occur in reality. It does still give us a bit more information about the potential screening effect of woodland, buildings and urban areas in the landscape and how they affect views of the sea.</p> <p>SM presented <b>Slide 15</b>, a zoomed-in version of <b>Slide 14</b>, which shows the Manhood Peninsula and the West Sussex coastal plain, around Chichester Harbour and extending across to Littlehampton in the east. The yellow colouring is the lower end of the visibility range in the model, it shows how much the visibility is reduced when you start to factor in surface feature screening. There is still potential for the viability of the westernmost end of the wind farm area of search in oblique views along the Witterings Coast, which you mentioned in the previous ETG, which we have been looking at as a follow-up. We do think there could be views along that coastline, though they are oblique as the coast is oriented toward the Isle of Wight to the southwest. From the urban areas themselves and East Wittering the visibility is very restricted, but there could be views from right on the coastal edge from the beaches looking along towards Selsey Bill, potentially with WTG jutting out along the sea skyline. We are conscious of that and the potential need to include another VP in that area. SM presented <b>Slide 16</b> which shows the VPs we have been looking at to address those potential effects and the comments raised at the last meeting. We are proposing to include another VP at East Wittering (VP A). The ETG’s advice on siting that VP would be really useful and any comments on micro-siting too, but</p>	

Agenda Item	Notes	Actions
	<p>essentially the location would be along the coastal edge at East Wittering at the beach looking along the coast. There will be quite a bit of screening in the way from buildings and vegetation, but it is possible there could be views of the very western end of the array. We are also conscious of the potential to include another VP within the coastal plain, set back between Chichester Harbour AONB and the urban coast edge near Bognor and Selsey. As a result, we have identified three potentials; VP B, VP C and VP D (see <b>Slide 16</b>). We are not proposing to include all of them, but we thought one VP in that general area with the Panel's feedback on where that might best be located or if further consideration was required before selecting a final point. We have identified a couple of positions there of possible sites e.g., from the Chichester Canal (VP B), trying to pick up on receptor where people experience views from that area or the cycle route or the A259 (VP D) is a possibility as well between Bognor and Chichester.</p> <p><u>Comments / questions</u></p> <p>SM – That is our proposal in terms of the SDNP VPs. Hopefully, that is agreeable to SDNPA and Natural England. Are there any comments or further feedback on that?</p> <p>VC – Really pleased to hear that you are prepared to include those six VPs. I understand the practicalities around getting back out on site for the photograph. I will let ABa and CF comment more on that in the meantime. It might be <b>a conversation we can have offline out of this meeting to see if there is any information that SDNPA can provide in terms of that photography</b> if that helps in respect to the PEIR or enables you to include it at that stage. I know some of them we have probably got the appropriate photography. I will have a conversation with CF.</p> <p>SM – If you do that would be useful. There might be positions you have photographed for as part of the viewshed work.</p> <p>VC – Precisely, I think is certainly some. CF has more knowledge on that than I do.</p> <p>CF – If it is possible, we can help with that. We are just finishing at the end of this week a migration of the viewshed data on to a more updated viewing platform. At the last meeting, we also had a discussion around the scope for single frames. I wonder whether these sites might be suitable for that if that is a halfway house, but I think <b>we will check in terms of what available images we have first.</b></p> <p>SM – That would be appreciated. It might depend on how the photographs were captured from the photos you have, whether they were taken on a panoramic head, the overlapping frames, it is just making sure the specification is what we need to produce the photomontages from a panoramic 50mm lens. We can have a look at all that and you offer to look at that is very much appreciated. I have a slide later in the presentation that touches on the format of the visualisations, we will come to your point about single frame images later to discuss.</p> <p>CF – Yes, that is fine.</p>	<p>VC/SM (TBA - post PEIR)</p> <p>CF (TBA -post PEIR)</p>



Agenda Item	Notes	Actions
	<p>SM – We were certainly conscious that there might be a need to do VPs further inland with a single frame image as well as some of the coastal VPs within the Heritage Coast.</p> <p>END</p> <p>ABa – Thank you for including those suggestions. I think if the photography does not come in time for the PEIR, but you can deliver wirelines I think that is where we are in those particular locations. To some extent, the wirelines are more useful than the photomontages, particularly when you are trying to compare. I am reasonably relaxed if the photography is not available in time. I know you have issues will Arundel Castle and another location as well where the photography was compromised. I am fine with it if it comes along a bit later on.</p> <p>SM – Yes, we have an action to go back and re-take a couple of photographs, which were not as optimal as we would like in terms of light or sun position. That was the intention that during the summer go to these six positions. We have already been to a couple of them in some of our early survey works, but the conditions were not as good as we would have liked to present. Actioned to go back and do those in the summer, with the photographs from a couple of VPs Arundel Castle was one of them, where the low-lying sun is difficult in view, which generally makes photography quite difficult for such a wide panorama. Where there any other thoughts or comments on the SDNP VPs?</p> <p>ABu – We are pleased to see that these additional VPs have been added, some of which are on National Trust land. Unfortunately, we do not have any expert photography from our land that would be of use, but please do let us know if we can be of any assistance. We are quite happy given the limitations due to Covid-19, we are happy with the wirelines at the PEIR stage.</p> <p>SM – I appreciate that understanding particularly in terms of the restrictions for site work and site survey work. It does not make it any easier for photography, such a big area and we have captured so many already. It leaves us an action this summer after the PEIR to capture those.</p> <p>AH – We welcome the inclusion of VP30 - Halnaker Hill, as that is one WSCC have raised in the last ETG and our methodology feedback. JN, I do not know if we can provide any help in terms of photography from there, but if we can I will speak to any relevant departments and see if we can help.</p> <p>JN – Worth a check, probably limited help we can offer, but we will ask.</p> <p>SM – VP30 - Halnaker Hill was one we had been to and taken photographs of, but it was not a good day. That is appreciated AH, thank you.</p> <p>AH – Checked and we do not have anything suitable from Halnaker Hill.</p> <p>END</p> <p>SM – Any thoughts on the additional VPs (VP A-D) would be really useful?</p> <p>AH – The previous ETGs, as we discussed, we did not have that refined ZTV, so it was difficult for us to make further comment on proposed VPs. Now that you have been able to present that refined ZTV, this is a huge help. Firstly, we welcome seeing that, we were not expecting to see that until PEIR. Secondly, I think East Wittering is a VP to take forward, regarding the others what I am</p>	



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	<p>quite keen to do is if you could provide us with a PDF version of the ZTVs as you did previously, as we have only got the screenshot of this on the presentation. If I could take those away and provide written feedback on firstly the groups you have on-screen (<b>Slide 16</b>), but also, I know the other discussion we had was on that wider area and the disconnect between those to the east and generally to the west. I think now that we have that refined ZTV, we can hopefully move towards giving you more written feedback on that in terms of agreeing on VPs to go into PEIR.</p> <p>SM – We <b>can certainly send a PDF version of the ZTV and then we can have that dialogue with you once you have had a chance to have a better look at it.</b> Again, we would be in a position where we would need to go out and photograph these after PEIR, but before submission of the ES.</p> <p>AH – That is completely understandable.</p> <p>SM – We will address them in the PEIR as part of the agreed suite of VPs and potentially wirelines if that is useful?</p> <p>AH – If we could have wirelines. Again, we are completely understanding of timescales and restrictions in terms of getting photography undertaken as long as that could be committed to for the ES, we could have wirelines on the ones that are then agreed to go forward that would be useful.</p> <p>SM – We will take that action away in term of finalising the VPs in that area for the PEIR and the ES. Unless there are any more thoughts on that, and I appreciate that this discussion is fairly specific to WSCC. Any other comments?</p> <p>JN – To follow on from what AH said, thank you for giving the revised ZTV, really helpful in terms of showing the areas, personally think it is quite telling and useful, that you still have areas that we were concerned with inland are showing up into the blue (see <b>Slide 16</b>). We will go away and discuss where the VP could be. On VP A I agree with AH that is a good point to have as you walk along the beach in that location you will have oblique views. Even if you get on a Google Map you can find the local car park down at East Wittering where you start most of your walks around there, so that might be a useful starting point. The only other thing to mention is there seems a lot of areas in Chichester Harbour that may have VPs. I do not know if there is a slight disparity, but you only have the one VP in the harbour and many VPs in the SDNP, presumably it is more visible in the SDNP, but it is just in policy terms there is quite a lot of weight. Was any thought given to that? Again, as AH raised just along that coastline between VP14 and VP9, just picking on where there are potentially any more beachfront VPs there? Particularly in telling places where you have all the beach huts located, potentially extra spots for consideration, but we can feedback on that later. Overall, it is very helpful and thank you for taking on board potentially extra VPs.</p> <p>SM – That is really useful feedback. For the VPs along the coast, we have had Climping Beach in consideration at various stages of the work and I know that is part of the PEIR in terms of assessment of the landfall location as part of the onshore LVIA. It is therefore worth bearing in mind that there is another VP there being assessed. In terms of Chichester Harbour AONB, comment partly in terms of the ZTV even though it factors in areas of woodland and urban areas, it is still an overrepresentation of the visibility on the ground and it does not factor</p>	<p>NH (29/04/21)</p>

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	<p>in hedgerows and localised vegetation it is just factoring in woodland areas as defined within the OS data. There is a reduced effect in reality on the ground with those localised features. That being said, we still think there is and have looked at the potential for another VP within the harbour area. We looked at a couple, one on the Sussex border path and one at Prinsted near Emsworth. One of those might be useful to include. VP B is on the closest edge of the AONB, so that might be a useful one to combine a few from the coastal plain but is also representative of the closest edge of the AONB.</p> <p>JN – If you can have a height of intervening screening as a filter and turn up and down so to speak if you could shift the balance or turn the contrast so you picked up the highest areas or where it is most likely to be visible that might help drill down a bit to the key areas?</p> <p>SM – We could look at that, you can change or edit the assumptions on the height of the surface features providing screening. It is just trying to find a balance between what is realistic on a working average and what is realistic for the heights of woodland and buildings.</p> <p>ABu – Picking up on JN’s point around the additional VPs, I think both WSCC and National Trust have highlighted Climping Beach, the views there are very different from those in Littlehampton. I appreciate you could end up with two VPs in close proximity, but because of the National Trust covenant which has been in place for such a long period of time, you have not got the built form, therefore the experience there is quite different to that from the seafront at Littlehampton. The National Trust would appreciate, obviously you are going to be looking at that as part of the onshore one but where that VP could be looked at again if you are looking for additional VPs in that coastal plain area.</p> <p>SM – I think that would be the logical point to go to, but if we are looking at extra VPs in that coastal area, I take your point about the character at that location.</p> <p>ABu – People go there to get a wider wilder coastal experience - you have the dunes and you have had breaches down there, it is farmland as opposed to being in an urban environment and the activity associated with that. We would appreciate that.</p> <p>SM – I think the solution there is we cover that VP in our assessment because it is a particularly relevant VP in terms of assessing the inter-related effects of both onshore and offshore. That would be the most appropriate place to assess and bring that in where we are looking at the construction stage effects of the landfall on that VP as well as the effects from the offshore wind farm (OWF) elements of the project.</p> <p>ABu – That would be appreciated.</p> <p>AH – Agree with ABu, if you can include something at Climping for the very reasons you have just mentioned; it is a very different experience compared to the Littlehampton VP and because it is where all the inter-related construction works offshore and onshore are going to be joining. We would be very keen to see that included.</p> <p>END</p>	

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	<p>ABa – In relation to the Chichester Harbour AONB. I seem to recall the AONB Partnership were fairly relaxed about the likely effects, I think with this new figure (<b>Slide 16</b>) it may be worth going back to them one more time to confirm that point. If you are concerned, asking for Chichester Harbour AONB advice on where a suitable location might be based upon the ZTV.</p> <p>END</p> <p>SM – Where there any other points to be raised in terms of VP selection. <b>In terms of VP locations are we broadly happy that we have got the 40 VPs that we included in the Method Statement, that we have assessed in the PEIR, from which we have done a suite of visualisations already and the six additional VPs within the SDNP and one, two or three VPs potentially in this West Sussex coastal plain area, potentially one at East Wittering, one within the coastal plain set back, the inter-related VP at Climping Beach and action to consult with Chichester Harbour AONB again about ZTV and the VPs within Chichester Harbour.</b> I hope that captures everything.</p> <p>AH – <b>WSCC to get back to RED on the VP locations proposed based upon the updated ZTV.</b></p> <p>JN – I think it was Pagham Harbour was one that we had discussed previously. I think it was not going to be included in the visualisation but only as a VP. WSCC were very keen to make sure that was a visualisation as well.</p> <p>SM – We have noted that from the last ETG meeting and have subsequently completed a photomontage from Pagham Harbour, so that has been produced since the last meeting.</p> <p>ABu – Looking for clarity on the VPs on the eastern side of Isle of Wight. I think you have Bembridge Fort as being one of them. I think we had suggested that you might want to shift that to be more on Culver Down. Bembridge Fort itself is owned by the National Trust but it is closed, and we do not know when it will reopen. Whereas I think the majority of the people in the car parks slightly further along the ridge at Culver Down, we suggested you may wish to come slightly further east.</p> <p>SM – We took it just to the east of the fort but looking along the ridge. I appreciate there would be a view slightly closer to the coast than where we have taken it. There is a monument in the view slightly further east along the Down. Our view is looking from the top of the Down towards that monument, near to one of the car parks, but not actually on the Fort itself, slightly east of it.</p> <p>ABu – It might be worth clarifying that and put it down as Bembridge Down not Bembridge Fort, so people do not think you have gone up onto the fort.</p> <p>SM – Yes, that is a good point. The other ones on the Isle of Wight were one on Bembridge itself by the Royal National Lifeboat Institution (RLNI) and one at Ventnor Down</p> <p>ABu – I think you have gone up St. Boniface for the VP up there, which I know as well. I think that is also on National Trust land. Quite comfortable with those, it was just the clarity around that along the ridge at Bembridge Down and Culver Down.</p>	<p>WSCC (10/05/21)</p>

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	<p>END</p> <p>SM thanked participants for the useful feedback on the VP selection and allows us to get to a position where we have got a nearly agreed set of VPs for the PEIR and knowing what we need to do subsequent to the PEIR for submission in the ES.</p> <hr/> <p><u>Format of visual representations</u></p> <p>SM presented <b>Slide 17</b>. Essentially reached an agreement that overall, the most suitable format for the photomontages was the panoramic photomontages which are in line with the relevant standards and guidance. There was a request from Natural England to potentially include a series of single-frame images, either as part of the PEIR submission or subsequent to that from a range of some of the key VPs, within the SDNP particularly. We have had some discussion around some of the technical limitations of why those single frame images might not be suitable for some of the Rampion 2 VPs, as they do not always capture the full horizontal spread of the OWF, beyond the edges of the single-frame when it is captured. We put together a list (presented on <b>Slide 18</b>) which we presented at the last ETG (18/03/21), it highlights which of the VPs we think are most feasible to do single-frame images from and we have highlighted those in bold (<b>Slide 18</b>). We are looking to try and get agreement on and the principle for including single-frame images from a selection of the key VPs is. We do think 53.5° panoramic montages are the best way of visualising this project. We would be content to provide a package of key views with this single-frame format. The issue here is in ensuring we have everyone’s agreement that in principle the approach is acceptable and then which VPs should be prioritised for those single-frame views. We have highlighted some suggestions in the list there (<b>Slide 18</b>) and they are the ones that you would expect, the key views from the Isle of Weight that we just discussed there at Bembridge Downs and Birling Gap, Cuckmere Haven Beach, Seaford Head potentially within the Heritage Coast, and the VP at Eastoke Point, within the Chichester Harbour AONB. Those were the ones we were thinking of, but I noted that Natural England had requested to potentially look at some more distant VPs inland as well.</p> <p><u>Comments / questions</u></p> <p>SM – If you had any feedback, in terms of the VPs we have highlighted and the approach to include single frame images?</p> <p>ABa – Firstly, thank you for considering and taking note of the request from the previous meeting about the usefulness and appropriateness of having some single-frame images (39.6°). I note the ones you have suggested I am in agreement with. I still think there is merit in considering locations where the horizontal view is somewhat greatest than those where you are running into that pale blue colour on <b>Slide 18</b>. What I would like to propose to the <b>SDNPA is to have a sit-down, on the basis that OpEn would prefer a single response from the two statutory consultees on this matter, in the next two or three days or by the end of next week and between us we can write a list where we are in agreement and where we think single-frame images would be appropriate.</b></p> <p>SM – That sounds like a good approach ABa.</p>	<p>ABa (11/05/21)</p>

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	<p>CF – Agree with that, I think that would be helpful to do. I can see why you suggested the ones you have highlighted. Considering things like Cuckmere Haven Beach VPs from there, they are quite an oblique view so I can understand why that would be one that would work. I think it would be helpful if we worked on getting a response to you where SDNPA and Natural England are in agreement about it. If you are willing to let us have that additional time, we will do that.</p> <p>SM – That sounds fine as an approach to me. We have sent this slide pack, so you can see the list that we are proposing (<b>Slide 18</b>). We invite any further comments or feedback on that from you.</p> <p>AS – Just to agree with that approach, if the National Trust could feed in just by email of additional suggestion on the list, that would be helpful from our point of view.</p> <p>END</p> <p>SM – We will be looking at a package of visualisation with panoramic photomontages, existing views presented from all of the VPs, wirelines presented from all of the VPs and a discrete package of additional single-frame images from a selection of VPs to be agreed upon for submission of PEIR.</p> <p>END</p>	
	<p><u>AOB / Night-time views</u></p> <p>SM noted most of the topics have been covered and we have achieved some common ground on a lot of the matters raised and discussed. Useful to have participants extra input today. Are there any other comments / matters not raised during the meeting today? We are covering this in some detail and attention is paid to these issues.</p> <p>ABa – Is there an update you might share with us regarding Zone 6 exclusion zone? Clearly, there are discussions ongoing but interested where you are with discussions with The Crown Estate and PINS? If that is possible to be shared at the moment?</p> <p>EW – In terms of the SEZ, yes, we have taken some legal advice on that. It is something we will be addressing in due course.</p> <p>NH – To make it clear what I mentioned earlier in the meeting, we have taken on board the comments and concerns raised by Natural England and others. However, given the timescales, you will not see a change to that RLB at PEIR, but we do welcome any feedback to be taken into consideration after Section 42 for any amendments going forward for ES.</p> <p>END</p> <p>AH – There is a slide-pack where we finished the last ETG which was around dark-skies and night-time views and your thoughts on what you will be presenting at PEIR? I noticed that was not on the agenda for this meeting.</p> <p>NH – Yes, there were some overriding important issues that we wanted to try and make sure we targeted for this meeting. As it is such a large ETG, it was much more productive to have a smaller focused meeting as we have had today. If there are any questions, in particular, we could touch on those now. This</p>	

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	<p>meeting is targeted around the main concerns of VPs. We can pick up any remaining comments in the coming weeks but if there is anything you had noted we could pick that up now.</p> <p>AH – We were leading onto having those discussions and then we had to stop at the last meeting (18/03/21). It was just around the receptors and the likely areas you are looking at in term of night-time views outside of the designated areas. There could be potential impacts outside of the Dark Skies designation and what you are proposing to assess from a night-time effects point of view?</p> <p>SM – Provided a figure (<b>Slide 38</b> from the slide pack provided for the 18/03/21 ETG), which shows the area we are focusing on in terms of night-time assessment, in particular, we think a 30km radius is most relevant for the night-time assessment. There are some locations, where we have been looking at VP locations both within the dark-skies park area as well as VPs on the edge of it or outside of it. Those are the locations that we have taken night-time photography from and will be included in the package within the PEIR. There is VP2 - Birling Gap, VP17 - Devil’s Dyke within the SDNP, VP8-Brighton Seafront and a VP at VP27 - Hollingbury Hill Fort, which looks over Brighton and has the influence of existing night-time lighting in the baseline. We did want to capture another VP somewhere around the Dark Skies Discovery Site at Bignor Hill, but we have not been able to capture night-time photography from that location that was suitable. We were not sure about visiting it at night if it was particularly well used as a night-time VP. It would be good to get any feedback on that? We are conscious of making sure we have something within the core area of Dark Skies Park. The VPs we have currently, we do have Butser Hill, which is within the core area but at a greater distance. The VPs highlighted around the eastern end of the SDNP.</p> <p>AH – Would you be looking at a wider area in terms of being able to assess night-time effects for the wider area and receptors other than those you are presenting in that figure (<b>Slide 38</b> from the slide pack provided for the 18/03/21 ETG).</p> <p>SM – We would be making an assessment of the receptor focusing really on the Dark Skies Park, but also the assessment from the certain VPs outside the SDNP, such as the seafront. The focus should be on areas where the appreciation of Dark Skies is most affected by additional lighting. You could pick a series of VPs along the coast to look at night-time effects, but they are all likely to be locations where the baseline lighting at night is quite considerable. SM presented a figure of VP27 – Hollingbury Hill Fort– night-time baseline (see <b>Slide 36</b> from the slide pack provided for the 18/03/21 ETG). It shows the sky glow of the baseline lighting of Brighton at night with the visible lights of Rampion 1 beyond the city out to sea. The intervening glare and sky glow are notable, the Rampion 1 lights can be seen in those views and the Rampion 2 lights would also be seen through that glow, but they are secondary to the urban lighting effect from those VPs on the edges of the SDNP and urban areas along the coastline. SM presented a figure of VP2-Birling Gap – night-time baseline (see <b>Slide 37</b> from the slide pack provided for the 18/03/21 ETG). The view from Birling Gap where you are looking out to sea to the lights without any interrupting baseline</p>	

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	<p>night-time lighting and I think it is those VP locations that we were proposing to focus on.</p> <p>AH – Similarly you would have that impact further west along the coast in terms of there being no intervening lighting, but still having a night-time effect.</p> <p>SM – Potentially other than the influence of vessels in the water and cardinal buoys etc. The actual VP itself is often located within an area that is a brightly lit promenade or seafront. The actual influence of lighting around that VP affects your ability to perceive the brightness of lighting offshore. Not viewing them from a location where the Dark Skies are a real feature of the baseline.</p> <p>JN – As a minimum a couple of VPs from the west along the coast especially if you are going to select Brighton Seafront, does not seem particularly proportionate not to pick a seafront over to the west as well. I think you would at least want to cover it off with something that might be typical from that area. Similarly, the Chichester Harbour AONB in the past in planning terms we seek to minimise lighting in those areas as well. There might be an added impact from light from those dark areas where there is less urbanisation to some extent, but need to pick up night-time view from the coast, certainly have a dark horizon and that view will change with lighting on it. Maybe not in the full detail of the visual assessment, but at least something representative from those areas to the west as well.</p> <p>SM – That is noted.</p> <p>ABu – Will speak to rangers, I am not aware that we do any night-time activities as an organisation in that part of the SDNP, but I can certainly ask them on their thoughts or suggestions for you in that core area up on the high Downs.</p> <p>SM – That would be useful, particularly if there is a location there that is well used by people for viewing the night skies. Bignor Hill did not seem like an obvious position in comparison to Butser Hill as an example, we could see the rationale for that being a Discovery Site for viewing Dark Skies, as it can be accessed by people at night.</p> <p>ABu –Have you spoken to the Dark Night Skies (DNS) Officer at the SDNP, I am sure he would be able to provide some assistance?</p> <p>CF – It would be worth speaking to ██████████ at SDNP about that and we can provide some additional guidance as he will know the core reserve well. The Discovery Site are probably ones that we use when we run the Dark Skies events on an annual basis, but he may have a view on whether there are additional or if there are better sites in the core reserve that might be worth assessing. We can do that in collaboration with the National Trust if need be.</p> <p><b>Teams Chat Message:</b>  <b>CF - We can put you in touch with ██████████ who leads on our DNS work. He can give you further guidance on locations within the core reserve.</b></p> <p>SM – Good suggestion, thank you. We can follow up on that. A VP at Bignor Hill within the Dark Sky Core will be included in the ES.</p> <p>END</p>	



Agenda Item	Notes	Actions
	<p>SM continued and presented a slide (see <b>Slide 33</b> from the slide pack provided for the 18/03/21 ETG) on the assumptions and mitigation. We are assuming 2000 candela (cd) lights on the peripheral WTG, so you can see in the figure the turbines that form the periphery of the OWF have a red circle around them. We are assuming those will for the purpose of defining a worst-case would be lit and that they would flash simultaneously. They are switched on and off by twilight switches, so they only come on at civil twilight, when it is technically dark. We did a VP from Devil's Dyke and gradually as you progress through dusk you can see the lights coming on at the end of twilight, both Rampion 1 and the towers and masts along the urban coastline. There is in-built mitigation as part of our assumptions, the lights would have a reduced intensity at and below the horizontal. The lights are made (see on <b>Slide 33</b>) so that they have the most intense part of the light is in the horizontal plain and slightly above that for offshore turbines so that they are visible to aircraft. As soon as you drop below or considerably above that directional beam of the light the intensity drops, so you are not experiencing the full 2000cd of the light intensity once you are below the horizontal plain. They are also fitted with a sensor so that the intensity of the light can be reduced in all directions within the visibility is greater than 5km from the OWF and can be reduced to around 10% of the 2000cd, down to 200cd in good conditions and visibility. Which effectively means you only have the brighter intensity light during poorer viability conditions. We are assuming for this assessment that the Rampion 1 WTG will remain in place and operate as they are currently. The photomontage we are producing will replicate the lighting of the Rampion 1 WTGs for these perimeter WTGs, as part of the Rampion 2 project and the VPs I highlight on that map (<b>Slide 38</b> from the slide pack provided for the 18/03/21 ETG) will have a night-time photomontage similar to existing views (See <b>Slide 36</b> and <b>37</b>). We have produced a photomontage that shows the addition of the Rampion 2 lights to those views.</p> <p>ABa – Confirm your point regarding the 200cd intensity of light in normal operation, and only comes on in poor conditions when visibility drops below 5km. At some point, it would be good to have a discussion about bringing Rampion 1 to the current standard which is the 200cd in normal conditions reverting to 2000cd as and when required. I have a feeling Rampion 1 was built with 2000cd as standard. I believe the 200cd ruling only came in about 18 months ago. Good to have a conversation about that as and when.</p> <p>END</p>	
3	<p>NH ran through a summary of actions. As this was an additional meeting and we have discussed a couple of actions across all organisations to be carried out in the next couple of weeks, there are varying degrees in these actions to what we can now include at PEIR and what to expect at ES.</p> <p>We started with a worst-case scenario which was agreed by all as acceptable and that will be adopted at PEIR, so you will see that reflected in the figures at PEIR.</p> <p>VP selections we have taken on board the feedback from participants at the meeting today and adopted a further six VPs across the SDNP, which was all agreed. For the additional VPs, the consensus was the suggested VP at East</p>	



Agenda Item	Notes	Actions
	<p>Wittering (VP A) would be required, but that <b>consideration of one or two points (VP B, C or D) if we forward on a full PDF of those ZTVs so that they can be zoomed in and considered in greater detail</b> to provide feedback therefore on the preference of those three VPs. What we would like to do, similar to the six VP is to be taken over the summer we will not be able to include those at PEIR, but we would like to put in a note to explain that they will be included for ES. So, it is clear to all stakeholders reading the PEIR, so any of these final recommendations I think on the last four VPs, we could potentially include, if we could get those as soon as possible we can ensure our message is clear in the PEIR chapter.</p> <p><b>Potential for one further night-time assessment VP</b>, so any recommendations could be included in your response back to this meeting in one go we can make sure that is updated in terms of our approach in the PEIR. Any additional VP photography will not be included until ES.</p> <p>Also, an <b>action on us to double-check with Chichester Harbour AONB</b>, that they are happy with the number of VPs included given today's discussions, so we will share the meeting minutes with them on that to make sure there is no further VP action needed for that particular area.</p> <p>In regard to the rest of the wider ETG, as I touched on earlier, we do want to seek agreement on these confirmed VPs with the wider ETG group. However, given that time is quite precious at the moment, if the <b>participants are in agreement our proposed approach would be if we could have your feedback by email we can incorporate it into the minutes of this meeting</b>. We will produce a final list of between six and ten VPs for us to include in the PEIR. We will then communicate that with the rest of the ETG by an update to the minutes. Rather than any focused ETG meeting. If any wishes to further discuss any of these assumptions that we have got to today, we will set up one-to-one meetings. I think at this point is we can get an agreement across the board with the ETG stakeholders that we have all agreed between us today that would be the next step. Primarily resolving any outstanding actions from today will be done via email rather than any follow up face-to-face meeting unless requested. If that is acceptable to the rest of the group? <b>No objections.</b></p> <p>EW thanked everyone for their time, this is a really important issue and I do appreciate that you have all given up more of your time to get to the bottom of this. It has been a very worthwhile exercise.</p> <p>NH asked if there were any other further comments? <b>None raised.</b></p> <p>END OF MEETING</p>	<p><b>Feedback provided by all participants by 29/06/21</b></p>

## Phase Three

Date	Title	Filename
28/04/2021	Rampion 2 Evidence Plan Process: Additional Seascape Expert Topic Group Meeting	280421_Rampion2_EPP_Additional_SLVIA_ETGMinutes_v2.0
01/11/2021	Rampion 2 Evidence Plan Process: Steering Group Meeting	011121_Rampion2_EPP_SteeringGroupMinutes_V2.0
02/11/2021	Rampion 2 Evidence Plan Process: Ornithology, Marine Mammals & HRA (offshore) Expert Topic Group Meeting	021121_Rampion2_EPP_OrnithMMHRA_ETGMinutes_V2.0
03/11/2021	Rampion 2 Expert Topic Group Meeting - Onshore Ecology, Hydrology & Nature Conservation	031121_Rampion 2 ETG Onshore Ecology, Water, Ground Conditions and Soil Meeting Minutes
03/11/2021	Rampion 2 Evidence Plan Process: Physical Processes (Water Quality), Benthic Ecology & Fish Ecology Expert Topic Group Meeting	031121_Rampion2_EPP_PhysProBenthicFish_ETGMinutes_V2.0
04/11/2021	Rampion 2 ETG Traffic, Air Quality, Noise and Socioeconomics Meeting	041121_Rampion 2 ETG Traffic, Air Quality, Noise and Socioeconomics Meeting
04/11/2021	Rampion 2 Evidence Plan Process: Seascape, Landscape, Archaeology and Cultural Heritage and Marine Archaeology Expert Topic Group Meeting	041121_Rampion2_EPP_SLVIA_LVIA_Arch_ETGMinutes_V2.0
15/02/2022	Rampion 2 Evidence Plan Process: Offshore Cable Corridor Issues Targeted Meeting	150222_Rampion2_EPP_Targeted-Meeting_Offshore-Cable-Corridor-Issues_Minutes_FINAL
24/02/2022	Rampion 2 Evidence Plan Process: Underwater Noise Mitigation Targeted Meeting	240222_Rampion2_EPP_Targeted-Meeting_UWN_Minutes_FINAL

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Date	Title	Filename
02/03/2022	Rampion 2 Evidence Plan Process: Seascape, Landscape and Visual Impact Assessment (SLVIA) Targeted Meeting	020322_Rampion2_EPP_Targeted-Meeting_SLVIA_Minutes_FINAL
03/03/2022	Rampion 2 Evidence Plan Process: Water Framework Directive (WFD) Assessment Targeted Meeting	030322_Rampion2_EPP_Targeted-Meeting_WFD_Minutes_FINAL

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<b>Rampion 2</b>		
<b>Evidence Plan Process: Steering Group Meeting</b>		
<b>Date:</b> 1/11/2021		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (SC) - Chair	Independent	Meeting Chair
██████████ (RH)	The Planning Inspectorate (PINS)	Senior EIA Advisor
██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (AH)	West Sussex County Council (WSCC)	Rampion 2 Project Officer for West Sussex
██████████ (CP)	Historic England	Head of Marine Planning
██████████ (VC)	South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (EW)	RED	Consents Manager
██████████ (AD)	RED	Offshore Consents Manager
██████████ (FK)	RED	Consents and Stakeholder Manager
██████████ (AP)	Wood Plc	Overall EIA Project Manager
██████████ (JZ)	Wood Plc	Onshore EIA Project Manager
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	MMO	Case Manager
██████████	Natural England	Case Manager
██████████	East Sussex County Council	Head of Planning & Environment
██████████	SDNPA	Major Planning Projects & Performance Manager
██████████	Wood Plc	Overall EIA Project Director
██████████	RED	Project Manager
██████████	RED	Engineering Manager

<b>Agenda Item</b>	<b>Agenda Item</b>
<b>1</b>	Welcome and previous meeting action points
<b>2</b>	Updates on the Proposed Development
<b>3</b>	Activities undertaken to date in relation to the Onshore aspects of the Proposed Development
<b>4</b>	Activities undertaken to date in relation to the Offshore aspects of the Proposed Development
<b>5</b>	Update on S42 consultation
<b>6</b>	Discussion of Road Map for the remaining Steering Group and Expert Topic Group (ETG) meetings
<b>7</b>	AOB and meeting wrap up

## Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>Chair ran through the list of attendees. (RK noted he would leave 30 minutes in).</li> </ul>	
2	<ul style="list-style-type: none"> <li>EW ran through the agenda and provided a project update since PEIR.</li> <li>The Proposed Development will be refined from the PEIR Assessment Boundary. A design change process is underway, and the cable route optionality will be refined to provide a single cable route and onshore substation site. Offshore a number of Red Line Boundary (RLB) refinements are being looked at and also how the S42 feedback can be incorporated into the project refinement.</li> <li>EW presented the design change process and noted over 60 design change requests are currently being considered. The changes range from minor re-routes and mitigations, to quite significant changes, with each going through a full evaluation.</li> <li>This process is using a Black Red Amber Green (BRAG) assessment from an engineering and environmental perspective and in relation to stakeholder responses.</li> <li>EW noted that where there may be changes that are deemed to be significant, such as outside the PEIR RLB, there may be a need to undertake further targeted re-consultation; the need for such is currently under review.</li> </ul>	
3	<ul style="list-style-type: none"> <li>JZ presented the onshore update. Further consultation is ongoing with stakeholders such as WSCC and SDNPA on biodiversity and transport matters.</li> <li>JZ ran through the onshore surveys to date since March 2021 and noted that geophysical surveys commenced in September. Other surveys to be completed include Landscape and Visual Impact Assessment (LVIA), in response to potential design refinement and S42 feedback, and Agriculture and Land Classification surveys which are expected to mobilise this month.</li> </ul> <p><u>Comments/questions:</u></p> <p>CP – There was mention of site surveys for assessment of setting, was there a specific number of sites?</p> <p>JZ – Yes, a setting site visit was undertaken. An action <b>will be taken on this to confirm the number of sites and to respond to Historic England.</b></p> <p>END</p> <p>EP – Natural England’s interest is whether you can give an indication of when we will see that data?</p> <p>JZ – It will be covered in the Onshore Ecology ETG update. We will be reviewing reports and survey data and produce a programme for when those will be available.</p> <p>AH – We have spoken to Alan Kirby (Wood) to try and get a hold of some of the survey reports. How might the consultation responses affect the RLB? EW mentioned targeted consultation, can you elaborate more on this? When might this be?</p> <p>EW – For example, if an onshore cable route travels outside the consulted PEIR boundary and where there may be a significant proposed change to the boundary, the advice would be to undertake targeted 28-day formal consultation in that locality. If that was the case, we would be looking at December/January for further consultation.</p> <p>AH – What form would that take?</p>	<p>JZ (pending<sup>1</sup>)</p>

<sup>1</sup> Communication following the meeting: We will provide an update in due course when RED are in a position to consult on the overall scoping setting appraisal following the design change process.

Agenda Item	Notes	Actions
	<p>EW – It would depend on the changes, but I would anticipate an addendum to the PEIR, with sufficient environmental information as required under the Planning Act. We will inform stakeholders of this, should it arise.</p> <p>END</p> <p>VC – In terms of the further LVIA surveys, is that something that will be discussed at the LVIA ETG meeting?</p> <p>JZ – Yes, we will engage further and provide specifics on those locations and surveys.</p>	
4	<ul style="list-style-type: none"> <li>• NH presented the offshore update. Further targeted engagement meetings have been undertaken to try and resolve some of the issues identified before PEIR. Some progress was made; however, we were aware we still had work to do in terms of data collection post-PEIR publication that we can now feed into the ES.</li> <li>• For offshore our focus is looking at how we can refine the design and incorporate potential mitigation solutions. Areas we are looking at for refining the RLB are the shipping and navigation constraints, particularly to the east of the boundary and the Zone 6 area, the overlap in proximity to the Inshore Traffic Zone and the access to Shoreham Port. We are working with the Aggregates industry to establish appropriate buffers around their extraction sites which are in proximity to our RLB. We are also looking at refinement in the east in terms of SLVIA impacts, namely the Rampion 1 Structures Exclusion Zone along with the remaining Zone 6 area.</li> <li>• No further offshore surveys are planned. All data from the surveys listed will be incorporated into the ES.</li> </ul> <p><u>Comments/questions:</u>  CP – Was the Geophysical survey in July/August 2020 not included in PEIR? If so, will it be included in the ES?  NH – It was summarised in the PEIR and utilised in the Marine Archaeology assessment. However, the geophysical survey was not fully processed and used for other offshore aspects within the PEIR.</p>	
5	<ul style="list-style-type: none"> <li>• EW presented the S47 and S42 consultations, noting that consultation was online for S47. However, we did use a variety of means to reach out to the community in accordance with the Statement for Community Consultation.</li> <li>• We also had a significant social media presence, which was very successful. EW ran through the emerging themes from S47. EW noted further information on the S47 will be provided within the Consultation Report and that the local community are keen to continue being involved in the consultation process.</li> <li>• EW ran through the S42 Consultation principal highlights table as provided in the presentation and noted this is not an exhaustive list. <i>No additional information was covered during this section of the presentation, all information can be found on the associated slides.</i></li> </ul> <p><u>Comments/questions:</u>  CP – You mentioned 77% of respondents identified environmental impact in their comments, how are you defining this?  EW – We are defining it in this instance as ecological impacts, as there were comments about fish and shellfish, birds and the wildlife habitat, and a concern around maintaining habitats throughout construction.</p> <p>END</p> <p>SC – Were there any significant stakeholders that have not responded that we would have expected to respond?</p>	

Agenda Item	Notes	Actions
	<p>EW – No, we have had a response from all those that we would anticipate responding. We issued letters and followed up with emails, however a few S42 consultees missed these and the chaser emails, but the consultees have now responded.</p> <p>END</p> <p>SC – Could we have a run through of the key comments with the stakeholders on this call? WSCC, MMO, Historic England, SDNPA and Natural England?</p> <p>AH – Some of the key issues raised were regarding the turbine size and locations, the methodology for Seascape, Landscape and Visual Impact Assessment (SLVIA) and LVIA for the onshore substation location. The local authorities want to understand what assessment work will be undertaken and when this will be presented prior to the Development Consent Order (DCO) submission e.g., residential visual amenity surveys; traffic work, in terms of the cable route footprint, as we have concerns with the cable corridor working width; temporary elements e.g., construction compounds and access points, so a fuller understanding of these locations can be gained and where there is optionality. Restoration, biodiversity, enhancement and NetGain are key areas where we want to understand all these additional measures and your commitments. Another key theme is socio-economics, with the tourism economy and supply chain being big aspects of that.</p> <p>RR – With respect to sediment contaminant deposition in terms of dredging and disposal activities during construction, there needs to be baseline sediment sampling completed before the DCO application is submitted. Those proposed dredge disposal sites can be included on the deemed Marine Licence. The table presented captures the MMO’s main concerns and there is some overlap with the issues Natural England have raised, pilling noise and black seabream nests being the main ones.</p> <p>CP – The Historic Seascape Characterisation (HSC) was not immediately apparent to Historic England in the PEIR and whether the national methodology had been used to determine how the historic environment may be affected. Also, in conjunction with our colleagues that deal with onshore elements, it does have a bearing on consideration of the setting, looking at the interface between the HSC and the Historic Landscape Characterisation. In consideration of what has been proposed, it is the determination of capacity and ability to accommodate change that is key. We wish to see these elaborated on and explained in the ES.</p> <p>VC – For SDNP it is the position regarding the major development test, which will be considered in a meeting with RED next week. A lot of the points WSCC covered include issues we raised, such as the cable corridor width and its travel through the SDNP. We also raised the need for further viewpoints (VPs) for the SLVIA and also additional points on the mitigation and reinstatement of the cable corridor. We consider that the SDNP status had been downplayed in the PEIR.</p> <p>EP – A recurring theme across Natural England’s comments include the offshore and onshore boundaries and changes to those. We are supportive of refinement of the RLB, but we would have some concerns which will be covered in ETGs, for example the data used to make those refinements.</p>	
6	<ul style="list-style-type: none"> <li>• EW presented the roadmap for 2021 to 2022. EW noted that RED have reevaluated the timetable to incorporate further time to address key concerns following the S42 comments.</li> <li>• Pending a review of the need mentioned earlier, we may undertake further targeted S42 engagement, or formal consultation if there are any significant proposed changes, particularly relating to the onshore corridor, if changes go outside the consulted PEIR RLB.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>The project team have listened to concerns and we are taking these onboard. We will make sure we have provided sufficient information and that our stakeholders are content with the application when finally submitted.</li> </ul> <p><u>Comments/questions:</u></p> <p>EP – It is useful that you are undertaking a design refinement and that you will consult with stakeholders. However, looking at the design freeze, there is a lot to do. The lack of survey data and clarity on when we will be able to see the proposed changes and make comments, means that we are concerned how Natural England’s comments will be considered. It is useful to have targeted ETGs but if these are in December, you would need to send us the information now.</p> <p>NH – We are aiming to progress this over the next 6 weeks, in terms of design refinement, but we will not have all the answers for this week’s ETGs. Further engagement is scheduled in December/January. We want to give you as much detail as possible ahead of these meetings to make them productive. It will be an iterative process and as soon as we have the information, we will share it with you and we will incorporate additional consultation, as required.</p> <p>END</p> <p>AH – The dates for the roadmap and community consultation, how do these fit together? In terms of possible targeted consultation, when will you know if that needs to be formal and therefore, is this going back out to community? Will the substation decision be following the design freeze, and how will that be presented to the community?</p> <p>EW – If additional consultation is needed, community consultation will probably run in parallel with any targeted S42 consultation. In terms of any additional S47 consultation, this would also align with the S42 consultation. We will make a decision on the substation site as part of the design refinement and incorporate this into the discussions with WSCC in December/January. Worth noting that there is no requirement to reconsult formally on the two substation options.</p> <p>SC – Would you notify the parish and district councils involved?</p> <p>EW – Yes, we would communicate that decision to the consultees.</p> <p>AH – In terms of the Project Liaison Groups are they planned for November or is this still being organised? In terms of a Summer 2022 submission, any indication of when?</p> <p>EW – We still need to contact individuals. It will potentially be later, to allow for meaningful discussion with appropriate information. It is unlikely to be early Summer. We are working through the timetable, and we will communicate a refined date once available.</p> <p>END</p> <p>VC – I am grateful that the timetable has been pushed back. The timing is tight, whilst ETGs are useful, but there is a short time to cover information. There is an opportunity to set up focused meeting on those topics. Will that opportunity still be there to discuss these elements?</p> <p>EW – We are happy to discuss and set up targeted meetings. The project needs to make sure that we have sufficient information to share to make those meeting meaningful. We want to continue engaging outside of consultation.</p>	
7	<p>NH noted there were no outstanding actions/comments from the last meeting. NH confirmed the next meeting will be Q1 2022 in line with the next ETG meetings (see Roadmap slide).</p> <p><i>No other matters raised. End of meeting.</i></p>	



<b>Rampion 2</b>		
<b>Evidence Plan Process: Seascape, Landscape and Visual Impact Assessment (SLVIA) Targeted Meeting</b>		
<b>Date:</b> 2/3/2022	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (EP)	Natural England (NE)	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (AB)	Natural England	SLVIA Specialist
██████████ (AH)	West Sussex County Council (WSSC)	Rampion 2 Project Officer for West Sussex
██████████ (VP)	East Sussex County Council (ESCC)	County Landscape Architect
██████████ (VCo)	South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (CF)	South Downs National Park Authority	Landscape & Biodiversity Strategy Lead
██████████ (VCr)	South Downs National Park Authority	Infrastructure & Environmental Strategy Lead
██████████ (SW)	White Consultants	Landscape and Seascape Specialist
██████████ (SM)	OpEn	SLVIA Specialist
██████████ (RG)	RWE Renewables	Senior Consents Manager
██████████ (AD)	RWE Renewables	Offshore Consents Manager
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	RWE Renewables	Design & Value Manager

Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Seascape, Landscape, Visual impact Assessment (SLVIA) <ul style="list-style-type: none"> <li>• Update on Red Line Boundary (RLB), Viewpoints (VPs) and wirelines</li> <li>• Discussion on S42 comments associated with the SLVIA EIA assessment</li> </ul>
3	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>• Attendee list and general housekeeping. Participants made aware that the meeting was being recorded.</li> <li>• NH ran through the agenda and previous ETG meeting actions.</li> </ul>	
2	<ul style="list-style-type: none"> <li>• SM ran through the summary of the key themes from the S42 comments provided and the requirement for a more focused discussion (see <i>Slide 7 to 9</i>).</li> <li>• SM provided an overview of the key changes to the Proposed Development &amp; Red Line Boundary (RLB) (<i>Slide 12</i>). It has not been possible to fully design the Project to address the suggested design principles. However, they have been given regard in the design refinements along with all the other comments and technical and commercial constraints factored in.</li> <li>• SM presented the larger and smaller turbine layouts. The Rochdale Envelope has narrowed since PEIR. It is clear from looking at wirelines the larger layout is the worst-case scenario (WSC). This is further evidenced in Slide 13 which compares the ES and PEIR maximum design scenarios.</li> <li>• SM presented the Zone 6 area (<i>Slide 14 to 16</i>), and the associated wirelines (<i>Slide 17 to 42</i>).</li> <li>• SM presented Separation/clear distinction/line of sight (<i>Slide 43</i>).</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• SM provided a summary slide and opportunity to discuss items further (<i>Slide 51</i>).</li> <li>• SM presented the VPs that have been added since PEIR on stakeholders requests for the ES and a list of additional VPs (<i>Slide 53 &amp; 54</i>).</li> </ul> <p><u>Comments/questions:</u></p> <p><i>Slide 12 – Overview of key changes</i></p> <p>VCo – How has the overview of the key changes been led by the SLVIA itself i.e. the methodology imposed? These slight reductions appear to be in line with those that were also flagged by commercial fisheries and shipping &amp; navigation requirements. Also, can we discuss the significant height increase to the smaller wind turbine generator (WTG) in the table?</p> <p>RG – In terms of increasing the tip height of the smaller WTG that is just to reflect where the market is going in terms of WTG size. WTGs are increasing in size rapidly, we have kept the smallest WTG on the market and larger turbines are based on those we feel will be available at the time of Rampion 2’s construction. In terms of areas removed from the scheme, they have been guided by different stakeholders, SLVIA, commercial fisheries and shipping &amp; navigation perspectives. They are not removed for a single purpose they are removed to address some of the similar concerns stakeholders have raised across aspects, whilst also recognising what we need to deliver a viable offshore wind farm (OWF) that meets the aspirations of government and policy. Those lines are drawn against certain features, but not applicable exclusively to them.</p> <p>VCo – Given this is a targeted meeting for SLVIA, there is an expectation to understand what these changes are and how they have been guided by the comments in respect of SLVIA, and how the methodology has helped to get to this point. From an SLVIA perspective and from that landscape assessment, we are not seeing these changes driven by any of those comments raised so far.</p> <p>RG – Suggest SM continues with the presentation as it discusses some of things achieved by reducing the eastern end area that has been removed and shows distances from shore etc. but take on board your point.</p> <p>END</p> <p><i>Slide 13 – MDS Layout comparison: ES vs PEIR</i></p> <p>SM – We would seek agreement that the larger WTG are the WCS?</p> <p>SW – What you have shown is larger and smaller turbines with the same spread and extent, in which case the larger WTG are likely to have a higher degree of impact.</p> <p>AB – Support SW comment.</p> <p>TG – Important that we maintain an agreement on that, we have had discussions previously in terms of multiple WCSs and trying to refine it down. The logic from that previous discussion, in terms of equal spread, small difference in the numbers of structures but a clear difference in height.</p> <p>AH – In agreement with the comments made. The WCS for the purposes of ES are the larger turbines, as agreed previously.</p> <p>END</p> <p><i>Slide 14 – Zon 6 area</i></p> <p>VCo –Is there a figure showing Zone 6? Not the exclusion zone on Slide 15. While we are talking about it, it will be useful to have Zone 6 shown, as not everyone on the call may be familiar with that area.</p> <p>SM – It is shown on Slide 13, the yellow area on the PEIR layout. It is essentially all of the area to the south and south-east of Rampion 1 OWF.</p>	

Agenda Item	Notes	Actions
	<p>CF – In Rampion 1 OWF Examination, the 20km buffer was offered up under some pressure in relation to Rampion 1 itself. The Inspectorate Panel were trying to get a sense of what NE and other bodies might consider to be remote from the offshore part of the Heritage Coast in relation to Rampion. It is a bit of an extension to therefore take that and say well that was what was considered remote in relation to Rampion 2, which is a different development. That was not the point made under Examination.</p> <p>SM – Acknowledge that, we were trying to recognise that it is increasing the distance offshore. It is pushing beyond that zone that is considered remote for Rampion 1, we accept that the definition can vary somewhat, depending on the scale and size of project.</p> <p>VCo – The 20km distance from the SDNP/Heritage Coast was in relation to much smaller turbines than you are proposing as a WCS. If it was an issue for Rampion 1, I would anticipate the Examiners will expect some form of discussion on what is considered remote here and look to existing studies that have been conducted since then. What we hoped for is more explanation as to how you have looked at those and consideration of what would be remote in the context of the proposal of WCS that you are outlining today for ES.</p> <p>TG – We do not intend to get to a point where we need to have demonstrated, by your definitions, remote from the coastline and then rely on that in Examination. We have been redesigning through detailed studies from engineering and across the environmental assessment aspects to refine and reduce the RLB as far as possible, whilst maintaining the viability of the project. We have been able to achieve a substantial reduction from the PEIR particularly in regard to the greater separation distance from the national park. As an observation on that, it is also in excess of what was previously considered as a suitable/remote separation distance from the SDNP for Rampion 1. It is a contextual comment rather than something we are seeking as a hard and fast principal threshold achieved and therefore can be relied on in future.</p> <p>SW – What TG has said with regards to a substantial change is not shown in the presentation. It certainly is not a substantial change, in respect to the impact on Heritage Coast or SDNP as it is unlikely to change the significance of effect. The slide indicates what is not possible and it would be helpful if you said what will be possible instead. This would be more helpful for us to understand.</p> <p>RG – In terms of minimum spacing, that you will see a change from PEIR to ES for the larger WTG layout. It would only be in specific areas on a few WTGs where we can achieve that minimum spacing. It is not possible to deliver the whole OWF with that minimal spacing. In the way the DCO is worded we do not know where the individual WTG locations are at the point of application this comes through later following pre-construction studies, design detail etc. All the DCO can state at this point in time is a minimum spacing, therefore, to assess an appropriate WCS, we have to apply that minimum spacing to all the WTGs in terms of assessment. However, this is not achievable in the actual OWF. Slide 14 shows the WTG spaced in the WCS locations. At this point in time, we believe this is a consentable boundary, to achieve the output for this OWF and delivering a viable OWF, we do require the whole area. As we move through post-decision, there are Design Principles we can adopt and we can certainly look at opportunities e.g. layout of WTGs, any localised squeeze of WTGs. There are further design opportunities further down the line, in terms of alignment, spacing etc. but our analysis at the moment shows with the WTGs we expect to be on the market small through to large we will need the whole area shown on Slide 14.</p> <p>VCr –The 20km buffer agreed at Examination on Rampion 1 referred to the size of the WTG and the level of impact that the proposal at that time, before they were amended in the Examination, had on the combined designation of Heritage Coast and</p>	

Agenda Item	Notes	Actions
	<p>the SDNP. That is a clear definition and there is no response in the SLVIA to that. Also, the realignment of the Zone 6 area, 17km to 21.1km does not reflect what the SLVIA is saying, it is not led by the SLVIA and therefore that whole construct is not based on a landscape or seascape response it is based on outdated assessment for Rampion 1 Examination and also other constraints, which you are responding to. We would like to see something that responds to landscape and SLVIA and comes forward with a design layout rather than something which is piggy-backing onto other constraints.</p> <p>RG – We understand these points of view, the nature of OWFs is they are dealing with constraints for a number of different aspects. As a developer, we note SLVIA is an important aspect, particularly for Rampion 2. We do have to take a balanced view and that is our judgement/balance we have to take. In SLVIA, there are responses that you would like to see and we can take these away and discuss further with SM. We are balancing a number of aspects and we think this is a beneficial response in terms of taking the distance of roughly 25% further from the Heritage Coast. We take on board the remoteness at a point in time, we can certainly think further on that.</p> <p>TG – It is not fair to say that this is piggy-backing on the requirements of other topics and not addressing SLVIA pressure/concerns. Increasing separation distance, whether you think that is substantial or not, is a response and an attempt to reduce the significance of impacts, whether that reaches a threshold to change the significance level or not. The measure has been undertaken in an attempt to do that.</p> <p>SM – We have been considering SLVIA in the wider design response, which has to look at all issues. There are a number of factors and commercial design, environmental factors as well as SLVIA that influence OWF design. The Rampion 2 WTGs, within Zone 6 are largely within the consented area from Rampion 1. They also fall almost entirely outside the Structures Exclusion Zone (SEZ) from Rampion 1 too. That SEZ was reflected in the 20km buffer to push the WTG further offshore and minimise the horizontal extent of Rampion 1.</p> <p>AB – The design principles for the dML for Rampion 1 were not solely associated with the SEZ, it also considered mixed height arrays and locating WTGs as far west as possible. We may have been able to exclude structures from the SEZ, but we still have other aspects of the dML from Rampion 1 which are still in conflict with this design.</p> <p>END</p> <p><i>Slide 15 – Zone 6: Buffer Study</i></p> <p>SW – The purpose of the study was to give a clear steer on an area which we felt if WTGs were implemented within it would compromise the purposes and special qualities of SDNP. You have a clear steer on our position. You have maintained the same breadth and width of spread when viewed from the Heritage Coast and SDNP combined. You have not reduced that which is a key issue as well as locating much larger turbines within that area.</p> <p>SM – You are correct in terms of that horizontal spread. Primarily it is an increase in distance and a slight reduction in perceived vertical scale as a result. Rather than a reduction in horizontal spread, certainly when viewed from the Heritage Coast area of the SDNP. There are however reductions in horizontal spread when viewed from other areas from the SDNP.</p> <p>END</p> <p><i>Slide 17-22 – VP4 Seaford Head and VP28 Cuckmere Haven</i></p> <p>SW – Those are sensitive VPs, but VP1, 2 &amp; 3 are very sensitive VPs. You are reducing the apparent spread from other points in the SDNP, however, the Heritage Coast combined with the SDNP is your most sensitive landscape/seascape visual receptor on this scheme. This does not appear to have been adequately addressed. You say there</p>	

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	<p>are slight reductions which is different to what TG said earlier about substantial reductions. We do still have concerns with this overall approach.</p> <p>END</p> <p><i>Slide 17-42 – VPs from Zone 6 (VP4 &amp; VP28) &amp; horizontal lateral spread (VP18, VP50, VP22, VP34 &amp; VP8)</i></p> <p>SM – Queried if there were any questions on the design principle around the horizontal extent and spread?</p> <p>AH – Agree with all the comments made. I know in the meeting pack there was wirelines for VP8, 10 &amp; 13, which gave an indication of the slight reduction in the layout of WTG. From a WSCC point of view, it was disappointing and we would have liked to have seen the additional VPs and presentation of those views, VPE, VPF, VP11 VP40 VP12 along the West Sussex coast. Are we likely to see these ahead of ES to understand what these reductions to the offshore boundary and to the number of larger turbines might mean to some of the very prominent views from the West Sussex coast?</p> <p>SM – We have done the photography, but we have yet to create the photomontages and wirelines. They will be in ES, but we <b>could draft some VPs ahead of ES.</b></p> <p>AH – Important to recognise that they are prominent direct views across to that western extent of the OWF. As noted by others, these visual impacts show a slight reduction, and do not go far enough in terms of mitigations to address the significant concerns we have, but I would very much like to see them ahead of any formal response we make.</p> <p>SM – We can certainly do that and thank you for the comment in terms of degree of mitigation.</p> <p>VCr – From the SDNP perspective, these slight reductions do not affect the overall findings of the SLVIA and the highest possible impact on the Heritage coast and SDNP or the combined impact.</p> <p>SM – That is noted. That is the initial view we are taking in terms of impact thresholds, unlikely to be a reduction from e.g. major to moderate in terms of the impact assessment. There is a reduction in magnitude but may not cross the significance threshold. We acknowledge the point raised.</p> <p>END</p> <p><i>Slide 43 – Separation/clear distinction/line of sight</i></p> <p>AH – We have a query regarding the TCE requirement, which has been mentioned, what is the limitation/definition of that separation distance and what does that means for how you have taken it forward? It was mentioned in the PEIR documentation, we would like to know what the requirement is and how that has factored into the design development.</p> <p>TG – It is associated with the rules of the extension round. The extension is supposed to share a common boundary with the site that it is being an extension to.</p> <p>VCo – A common boundary and being contiguous are two different things and this is something we would like to have more understanding of. That issue potentially needs to be better addressed as part of the assessment. It is a problem from a landscape point of view. We want better understanding as TCE have said it is part of the licensing requirement. Is there optionality to discuss that further with TCE to see if there is any movement in that too?</p> <p>RG – TCE aspect is an additional factor and constraint. We do have an ongoing discussion with TCE on navigation, possible helicopter refuge area, and we are already speaking to TCE on what contiguous shared boundary means. The primary influence is to deliver a viable OWF, the studies we have done show that we do need to occupy</p>	<p><b>SM</b> <b>(17/3/22)</b></p>

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	<p>the whole area. I can see the Project going down the same route in terms of Design Principles that we would seek to follow post-decision. When we are looking at the detailed design, like Rampion 1, look to achieve alignment and separation could potentially be in there and something we would be comfortable discussing. We are not in a position pre-application to commit, unless we are discussing with TCE how we should interpret that.</p> <p>SW – It is difficult from our point of view to comment when you are looking at a WCS, where you have a position of fairly tight compact Rampion 1 and a line of columns along the horizon for Rampion 2, with very different sizes and arrangement. From our point of view, we are not getting a sense of what realistically could be achieved, from using the full depth of the western area using 325/285m WTG. Visually you have that on plan but what does that look like and why are they not a series of design studies for discussion, so that you can test these ideas at an early stage. Therefore, we can have a realistic effect of what a viable OWF looks like.</p> <p>RG – We work through where we think the turbine market is going over the coming years, and the timescale that Rampion 2 will be built out in, to seek to understand what the size of turbines will be and then work out the acceptable spacing. Take your point, but in order to be viable we need to spread turbines out, for several reasons including engineering etc., and that is not what is reflected in these images presented. However, we will have a draft DCO going in at Application stage, we have to create an assessment that reflects what will be in the DCO. So, no individual WTG will have a smaller spacing than 'X' and that can theoretically be applied to every turbine. We have created WTG layouts from an assessment perspective which are a WCS that could be delivered under the constraints of the DCO. In our approach post-decision, we would be developing a layout that seeks to achieve a set of principles.</p> <p>AB – This is a general NSIP problem-Statutory consultees get frustrated that the Applicant cannot be more specific, but the Applicant cannot be more specific due to the need to build flexibility into the Application, and therefore the Statutory consultees note that the precautionary principle is it going to have a significant effect on the receptors we are considered about.</p> <p>VCo – We understand the principle of flexibility, and we are not suggesting that it is not provided. However, the principles will still enable flexibility, at the moment some form of design principle at an early stage to engage in discussion and a strategy for it, would be useful. I do not think what we are asking for is impossible to achieve under the process we are in.</p> <p>CF – It was not unexpected either, in the first Examination the panel were supportive of having Design Principles established. I remember NE putting a lot forward on this and that was picked up in the Examination Report. Design Principles are important at an early stage. You seem to be saying we cannot go that way at this stage.</p> <p>RG – AB your summary is fair. Focusing on one layout is not the commercial reality to go out to the market, which develops so quickly. We are not disagreeing on the Design Principles point, what I sense we are disagreeing on is the timing. As we competitively tender WTGs and understand our final layout and what they mean for the final spacing and locations, and all the other constraints, we can then go down that Design Principles route. We are happy to discuss what Design Principles should look like in the draft DCO. We will take that away and discuss further with the RED team.</p> <p>AH – No matter which stakeholder you are at this meeting and which organisation you are representing, a common view shared by all of us is that in the DCO process, there is room pre-consent/pre-DCO to enable us to start to look at that Design Principle approach and see a clear pathway on how that would develop post-consent at an</p>	



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	<p>early stage. We feel there is room for us to have more discussion going forward, and again raise the importance of a set of clear design principles.</p> <p>END</p> <p><i>VPs (Slide 53 &amp; 54) – VPS for ES</i></p> <p>SM – We would like an agreed list for the ES, can we receive confirmation those VPs are satisfactory?</p> <p>AH – We are happy with and welcome VPs A-F and VP40 and are content with their positioning on the map and with the description in the table.</p> <p>SW – With any VP when you see them on a map, they may appear to be ok, but it is a good idea for WSCC to see the VP photograph is appropriate and good practice principles have been followed. Make sure those are carried out and helpful for any stakeholder to see them before finally agreeing them.</p> <p>AH – SM, we do agree the VP locations and descriptions of them in the table, but prior to ES, we want to see the photographs of the exact locations before confirming.</p> <p>SM – We are happy <b>to provide the baseline photographs</b>. They do reflect the discussions we have had previously on the locations. VPE, VPF and VP40 are clear locations where you would take them. The VPD was problematic to capture a view that had a view of the site. VPB was taken at a couple of locations, but there will not be view, which we have discussed before.</p> <p>AH – A key point of undertaking this process is for you to provide evidence of a view or not, based on the ZTV discussions we had in previous ETGs. We wish to see those photographs before final confirmation is given. WE also made comments about some of the other VP photographs which were presented within the PEIR (within our technical appendix comments). Can you make sure those comments have been covered off either in writing to us or taken into account going forward. Positioning, quality of photograph etc, make sure they are covered off.</p> <p>SM – We can look at that and make sure they are covered off. The weather conditions are not straightforward for capturing very distance photography. We had some of those issues when we did the additional photography in August 2021. We will review them to make sure there is sufficient clarity and visibility at long-range.</p> <p>VCo – We are in a similar position to WSCC; broad agreement with regard to where the photography has been taken but concerns remain in respect of the quality of the photography and the micro-siting. Cuckmere Haven is one we have raised previously, and we would like to see retaken. The location of that is further inland, and not where most visitors stand to experience view.</p> <p>SM – <b>Will double-check that.</b></p> <p>END</p> <p><i>Slide 55 – Further discussion</i></p> <p>SM – We are in broad agreement on the VP locations as a whole to take forward for the ES, but we need to look at some of the finer points around the baseline imagery and quality of photography and microsite a couple of VPs. Capture we are in agreement on the VP locations. We have that in broad terms from SDNPA and WSCC. Is this also the case for NE?</p> <p>AB – Defer to local authorities and SDNPA on this matter. General spread of VPs is fine, there is an adequate number. They appear to be in the right locations, micrositing and orientation is key. Request again for the single-frame images, I understand why they have not been delivered at this point, but will we be expecting to see them in the ES.</p>	<p><b>SM</b> <b>(17/3/22)</b></p> <p><b>SM (tbc)</b></p>

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	<p>SM – We did a package of single-frame images for PEIR from a selection of VPs, we would be looking to do the same for the ES.</p> <p>END</p> <p>SW – Appreciate in this presentation you are showing how you have progressed in terms of layout, with some indication of visualisations. Could you confirm your approach to the cumulative effects of Rampion 1 and Rampion 2?</p> <p>SM – I noted S42 comments on that from SDNPA. Have not had a chance to look at them and explore them further, with regards to how we are going to address them. Our approach at PEIR, to look at Rampion 1 in line with guidance, particularly GLVIA 3, operational and under construction OWF are to be considered as part of the baseline conditions for both landscape and visual effects. We have been assessing the position of Rampion 2 relative to that baseline. The assessment undertaken includes consideration of cumulative factors of the two developments. The cumulative assessment is embedded in the main assessment. SDNPA comment suggests you were looking for a combined cumulative impact assessment (CIA) of the two projects together – a total effect assessment. We have focused on the additional effect arising from Rampion 2 relative to Rampion 1 in the baseline.</p> <p>SW – To say you are addressing it within the LVIA is not sufficient. The Scoping that you mentioned, says you were not intending to take any cumulative assessment (apart from Rampion 1) and the response from PINS, agreed apart from Rampion 1. You do, in our view, have to undertake a CIA to show the extra over effects of Rampion 2 to Rampion 1, combined as well as additional. If you are looking at GLVIA and SNH advice on cumulative assessment, it notes combined as well as additional effects. We are looking for two CIA, separate to the SLVIA/LVIA. One which looks at the additional effects of the proposal, and one which considers the combined effects of Rampion 2 with Rampion 1 (which takes into consideration the additional effects/impacts of having the juxtaposition of much larger WTG against the smaller WTG of Rampion 1).</p> <p>SM – We can look at the combined total effects assessment. Not sure if it will ultimately make much difference, Rampion 1 is embedded currently within that overall extent of Rampion 2. We could look at adding or expanding on in the ES, over and above the additional CIA already undertaken as part of the PEIR.</p> <p>SW – Have you amended your method, so it is consistent with the OPEN method for East Anglia Two, or are you still working with changed thresholds for levels of effect?</p> <p>SM – I noted that comment, the were some slight updates/changes to the wording of the magnitude definitions for Rampion 2 compared to other projects. We were trying to align methodologies with Wood, who are undertaking the LVIA, to make sure our definitions aligned between the offshore and onshore assessment. Not a deliberate attempt to change definitions and reduce what might be considered prominent in the view. We think they are appropriate and consistent definitions of magnitude, and we are not trying to downplay anything through those definitions. Something we can look at tweaking that we are happy with those definitions and providing them fairly and robustly through the assessment.</p> <p>NH – it was a point raised pre-PEIR too, through the ETG process the need for clarity across all aspects when it came to definitions of significance. It would not affect the outcome in terms of how they are categorised, but it meant it was clear to the reader, that everything was consistent.</p> <p>SW – My response would be Wood were wrong and OPEN were right. A prominent development or effect in the view being of moderate magnitude of effect, is new to me. I would suggest Wood are also possibly downplaying the level of effects for LVIA. It is not a minor point, methods define outcomes.</p>	



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	<p>SM – Not a minimal issue, but I think the definitions are appropriate and resulting in any downplaying of magnitude or significance. There is further description provided against those terms, for what constitutes high, medium etc and hose description we have high as prevailing influence, medium as readily apparent and low slightly apparent. Those definitions are clear and negate any under assessment. We can look at and try to ensure we are calibrating robustly across the ES assessment.</p> <p>VCo – Support what SW has raised. It does not matter what is in the definition, because you have defined it as moderate and that goes quite a long way to downplaying. Appreciate you are going back to look at it, that is welcomed. However, it is a bigger issue and I stand by our comments about it being downplayed, and for onshore we raised the same issue.</p> <p>SM – We can look at that. Ultimately, the critical issues are significance and defining significance and combination of magnitude and sensitivity and how that leads to significance in EIA terms. I do not think those are being underplayed. Looking at the S42 comments there were maybe a few with calibration of our judgments or the National Trust or SDNPA on particular VPs being of slight differences but overall, there was quite a broad agreement in terms of impact assessments made. The key thing is arriving at significant or not significant and the assessment of likely significant effects.</p> <p>SW – It really needs landscape architects to look at other LVIAs or SLVIAs, for these issues to come out. I accept what you have said and hope that you will go away and think about it.</p> <p>END</p> <p>SW – On the method, we had an issue of the treatment of the marine character areas (MCA), you had only assessed the National MCA, Area 7 and 8. Area 8 you associated with the SDNP and Area 7 did not necessarily, so are you also updating your approach to how you define smaller seascape character areas (SCAs)? Are you going to use the assessment we have undertaken in order to arrive at conclusion on impacts on special qualities and purpose?</p> <p>SM – We are mindful of that from the comments made and the buffer study was undertaken. We can look at it further, we recognise that the MCAs are National MCA and the buffer study recognised the zones defined are not necessarily SCAs as such. They are zones relating to sensitivity zones and buffers rather than character areas. We would need to consider how that emerges to define geographically, smaller-scale character areas. We are mindful of the national guidance, the principles issues are coastal character areas and view from the sea are critical in the assessment rather than necessarily views from offshore areas where people do not really perceive these lines in the sea.</p> <p>SW – the study we undertook from the SDNP encapsulates the objectives of EN-1 and EN-3, as we would also expect the SLVIA to do. This study is also a way to address the effects of the SDNP itself as a separate receptor from SCAs or landscape character areas. This is a mechanism for assessing the effects are on the special qualities and therefore also on the purposes of the designation. As far as SCA is concerned, because you have come up with a variety of different sensitivities within the MCA 7 in which a lot of the development is located, you have to break it down. Guidance is clear, and the OESEA 2020 derived study is also addressing EN1 and EN3.</p> <p>SM – We are conscious that the scale of the assessment needs to be appropriate to the scale of the Project. breaking it down into much smaller areas.</p> <p>SW – You do not have to go hugely smaller, the way you can possibly take it forward is the way you have started, by breaking down and go further down that route. Happy to respond if you wish to refine that, I have assisted with large-scale projects, not sure if you are open to that?</p>	

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	<p>SM – Yes, we would want to make sure we have an agreed seascape baseline moving into the ES and subsequent examination. We are certainly happy to have more discussion on that.</p> <p>END</p> <p>VCo – Could we have an update on timescales, targeted consultations and how you are getting on with the alternatives?</p> <p>NH – In terms of an update on the Project programme and timescales. At the moment we are still undertaking consultation onshore, which is due to end mid-April and we will need to take into consideration any additional comments or design changes. However, we believe this can be achieved within the programme that was communicated at the ETGs in November 2021. We are still on track for submission in late Summer.</p> <p>VCo – We understood there would be a further targeted consultation following the end of this run, which was just to rectify the leaflet issue.</p> <p>NH – Potentially yes, not sure what that will entail primarily around onshore issues, but still on track to meet the overall programme. The final round of pre-application for offshore topics scheduled in April and onshore ETG at the end of May beginning of June.</p> <p>VCo – In terms of alternatives and optionality, we are still waiting for a response from RWE, we wrote to them in December/early January.</p> <p>NH – <b>Can flag that with RWE for a response.</b></p>	<p><b>NH (pending)</b></p>
<p><b>3</b></p>	<p>NH asked if there were any further comments or queries. None raised.</p> <p>NH thanked all participants for their time and ran through the actions from the meeting:</p> <ul style="list-style-type: none"> <li>• <b>VP photography for the WSCC VPs</b>, which we aim to have by the next ETGs.</li> </ul> <p>We will have a more detailed agenda of the ETG 2-weeks prior to the meeting. We will issue the minutes of this meeting soon for comments and feedback.</p> <p><i>No more points were raised. End of meeting</i></p>	<p><b>SM (17/03/22)</b></p>

<b>Rampion 2</b>		
<b>Evidence Plan Process: Ornithology, Marine Mammals &amp; HRA (offshore) Expert Topic Group Meeting</b>		
<b>Date:</b> 2/11/2021		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (OH)	Natural England	Senior Marine Mammal Specialist
██████████ (MS)	Natural England	Marine Ornithology Specialist
██████████ (DH)	Sussex Ornithology Society	County Recorder
██████████ (SW)	Sussex Wildlife Trust	Living Seas Officer
██████████ (TK)	APEM Ltd	Ornithology Specialist
██████████ (SS)	APEM Ltd	Ornithology Specialist
██████████ (RS)	SMRU Consulting	Marine Mammal Specialist
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (GG)	GoBe Consultants Ltd	HRA Specialist (Offshore)
██████████ (JB)	GoBe Consultants Ltd	HRA Specialist (Offshore)
██████████ (MJ)	GoBe Consultants Ltd	HRA Specialist (Offshore)
██████████ (AK)	Wood Plc	HRA Specialist (Onshore)
██████████ (EW)	RED	Consents Manager
██████████ (AD)	RED	Environmental Advisor
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	MMO	Case Manager
██████████	Natural England	Case Manager
██████████	Royal Society for the Protection of Birds	Conservation Officer
██████████	The Wildlife Trust	Senior Marine Planning Officer
██████████	The Wildlife Trust	Marine Planning Officer
██████████	GoBe Consultants Ltd	Marine Ecology Specialist
██████████	Wood Plc	Overall EIA Project Manager
██████████	RED	Project Manager
██████████	RED	Engineering Manager
██████████	RED	Consents and Stakeholder Manager

Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Updates on the Proposed Development and activities undertaken to date
3	Section 42 Consultation Summary
4	Offshore Ornithology <ul style="list-style-type: none"> <li>• Update on survey data collected since previous ETG</li> <li>• Discussion on comments received from S42 Consultation</li> </ul>
5	Marine Mammals <ul style="list-style-type: none"> <li>• Discussion on comments received from S42 Consultation</li> </ul>
6	Offshore Habitat Regulations Assessment (HRA) <ul style="list-style-type: none"> <li>• Discussion on comments received from S42 Consultation</li> </ul>

Agenda Item	Agenda Item
7	Noise Mitigation
8	Nature Conservation/MCZ Assessment
9	Roadmap 2021/22
10	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>Attendee list and general housekeeping. Participants made aware that the meeting was being recorded. No objections noted.</li> </ul>	
2a	<ul style="list-style-type: none"> <li>EW. We have undertaken our formal consultation, S42 and S47 ran in parallel. We will be reviewing all of the responses and therefore, undertaking a number of workstreams to refine the Preliminary Environmental Information Report (PEIR) Assessment Boundary down.</li> <li>This is the phase three Expert Topic Group (ETG) and we are also undertaking further engagement with the wider community. We are continuing with onshore surveys to inform the Environmental Statement (ES). The offshore surveys were completed in February 2021 but were not documented in the PEIR. However, these will be incorporated for the ES, which is currently in draft, and we will be looking at communicating any DCO application boundary changes, either the offshore Red Line Boundary (RLB) or onshore and reducing the optionality and choosing the final substation location, and this will be consulted with stakeholders prior to publication of the ES.</li> <li>We are considering around 60 route design change forms, some of which are quite significant changes, and many are minor re-routes and micrositting. All of these are being assessed on an environmental and technical basis to define final routing for ES assessment. We are undertaking a full assessment of engineering solutions to minimise disruption at crossings and sensitive locations. Offshore we are looking at refinements to the offshore RLB in the East where we have had several comments and concerns raised.</li> <li>All these change request forms are being analysed. They have been initiated through various forms through landowner requests and external stakeholder requests Statutory Bodies and formal consultation input and input based on survey data. We are considering each change using Black Red Amber Green (BRAG) assessment and a consenting risk and EIA evaluation. There may be a requirement depending on the outcomes of those changes to undertake targeted re-consultation of a formal nature, but this would be very localised.</li> </ul>	
2b	<ul style="list-style-type: none"> <li>NH provided an offshore update and noted that targeted meetings were carried out with select stakeholders, between the second round of ETG meetings and PEIR publication, in order to target specific issues. We have started drafting upfront sections of offshore ES chapters. We are still going through the detailed design assessment process.</li> <li>In response to S42 feedback we are looking at mitigation measures for noise abatement; and bird collision modelling, noting that not all information was presented at PEIR but will be in final ES chapter; design options in the east of the RLB, primarily the Rampion 1 structural exclusion zone (SEZ) and the area that overlaps the Inshore Traffic Zone for shipping and navigation. We are looking at the aggregate areas in the west, taking into consideration S42</li> </ul>	

Agenda Item	Notes	Actions
	<p>responses on navigation safety. We are also reviewing the area of MOD overlap to the west of the site.</p> <ul style="list-style-type: none"> <li>No more offshore surveys planned. We are updating the chapters with complete data sets for the ES, which for this session applies to ornithology and marine mammal surveys. The benthic chapter will be updated to incorporate the DDV, grab sample and contaminant analysis data at ES.</li> </ul> <p><u>Comments/questions:</u></p> <p>EP – Around the survey data, if there are any changes to the offshore RLB, can you make sure there is sufficient data to cover that refinement. If you are refining within the existing boundary, that should be fine. It was more to do with any changes outside the boundary would affect buffers?</p> <p>NH – Noted. We are going through upfront chapters to review our data sources and that there is no additional information at this stage we can obtain for the same area at PEIR or the final area we present in the final application. If there was potential for any deviations outside of the PEIR RLB it would be reconsulted. These are primarily onshore and for offshore it would be a refinement down from PEIR RLB.</p>	
3	<ul style="list-style-type: none"> <li>EW presented summary of Section 47 community consultation, which was fully virtual.</li> <li>Key themes from the analysis. There is a perception that Sussex coast is not suitable for offshore wind, however there was general support for project and the need for combating climate change. Offshore specifically, there were concerns around fish and shellfish breeding grounds, LVIA, and migratory birds were a key feature. We are currently analysing these responses to incorporate these into any revisions of the project.</li> </ul>	
4	<ul style="list-style-type: none"> <li>TK presented the S42 comments received for offshore ornithology. All aerial digital surveys have now been completed by APEM; Therefore, the final baseline and impact assessments in the ES Chapter will have 24-months of survey data included. The results presented in the slides were for the whole survey area between December 2020-March 2021, which is a larger area than the PEIR area and 4km buffer and includes the existing Rampion 1 site. Therefore, all abundances presented are much larger than the final estimates are likely to be. For the final ES Chapter APEM will be re-analysing these data based on the final design parameters (e.g. red line boundary and appropriate buffers).</li> <li>TK highlighted that some of the aerial digital survey data (particularly with regards to auk identification) is being reviewed and may be re-analysed, as initial findings indicated there may be some anomalies in the levels of with razorbill to guillemot that were unexpected. This is due to auk species being particularly difficult to identify to species level during the non-breeding season, which may lead to some changes in the final data set and subsequent analysis. TK noted in December some of the higher numbers may be site redistribution over time. December and January showed an increase in numbers in comparison to the previous year's data, February had the opposite effect with less numbers than the year before. March showed some increase in numbers for certain species. TK noted all abundances will be recalculated to look at the final array area and appropriate buffers and that Rampion 1 will be excluded from the ES area and therefore, all abundances will likely reduce for the final ES array area.</li> <li>TK presented the S42 comments received for offshore and intertidal ornithology and ran through the responses provided by the APEM team. TK</li> </ul>	

Agenda Item	Notes	Actions
	<p>noted that all S42 comments will be taken into consideration and addressed in full for the ES. <i>All key selected stakeholder issues and APEM responses are provided in the presentation.</i></p> <p><u>Comments/questions:</u></p> <p>TK – The recently published report on seabird avoidance rates for use in collision risk modelling by Cook (2021) suggested applying a macro avoidance rate to gannet, which is the same as the displacement rate prior to a modified upper density input into the CRM. Is that something that would still be valid if applied to the previously advocated avoidance rates for this species? Or do Natural England continue to recommend we use the same approach as PEIR, which relies on the avoidance rates in the joint Statutory Nature Conservation Body (SNCBs) response to Cook et al (2014)?</p> <p>MS – Natural England recommend that the same avoidance rates for seabird collision risk modelling should follow the same assumptions as presented in the PEIR Chapter for Offshore and Intertidal Ornithology and CRM Annex. Presentation of alternate CRM applying a macro avoidance rate of 60-80% following the advice of Cook (2021) could be submitted but may not be relied upon. The Cook (2021) report is under further review, and it is hoped a revised version may be available in 2022. We appreciate you have taken onboard the other comments you have highlighted and providing the summary of the recent survey data. For clarity, until otherwise advised the avoidance rates published in the SNCB advice note (2014) and based on Cook et al (2014) should be applied when undertaking CRM. This does not currently include adjusting bird densities to account for macro-avoidance, in particular of gannet, as recommended in the BTO Review Cook et al (2021), albeit it is hoped in the near future that a revised SNCB note will be issued that will incorporate this recommendation.</p> <p>END</p> <p>SS – Asked if we could receive clarification with regards to Natural England comments on the use of <i>de minimis</i>? From the Applicant’s point of view when we are assessing a project alone at EIA and HRA level, the term is used where a contribution is considered to be of a trivial level or is no material contribution to the wider baseline mortality rate, for instance if less than one bird or a single bird. The question was put to Natural England as to whether they agreed with these basic principles or simply did not like the word being used? Or if in agreement is there a certain level of impact considered appropriate for certain species to allow for assessments to be simplified e.g. lesser black-backed gull is one example of Rampion 2 having a <i>de minimis</i> impact on, where we consider that there is no need to take it through to the cumulative level assessments in detail.</p> <p>MS – In respect of CEA totals Natural England request that all impacts are considered in the cumulative assessment. Unfortunately, no impact, regardless of its individual value can be categorised other than the actual value calculated, i.e., cannot in respect of any cumulative impact be considered as immaterial, negligible or insignificant value, since all contributions when considered cumulatively across projects have the potential to present combined impacts that require further consideration. As such no impact can be regarded as <i>de minimis</i>.</p> <p>END</p> <p>SS – The comment on higher air draughts being considered for Rampion 2 (i.e. can the gap between the sea surface and the height of the lowest point of the wind turbine blades swept area be increased), we recognise that certain projects are</p>	

Agenda Item	Notes	Actions
	<p>being implemented during the application or post-application process where there are significant impacts associated with collision risk. As there have not been any significant impacts identified throughout the PEIR process in relation to collision risk to any seabird species it is not considered necessary to increase in air draught. The question was asked if the Applicant could assume that Natural England would be supportive of this, based on the project being of low risk.</p> <p>MS – It depends on the predicted impacts, from the modelling the larger you go, you can significantly reduce any impacts, not necessarily a mitigation in terms of the impacts, but more about achieving better energy/wind capture. For us the higher the better. It may not be better in terms of mitigating the impacts, if in the ES they are sufficiently low, but we cannot say that yet.</p> <p>NH – At this stage we are working through a great deal of design parameters refinement compared to PEIR. It is the intention to follow up with a round of more targeted consultation meetings, when we have confirmed design information, refined the RLB and a new worst-case scenario (WCS). We will be in touch with the update project information on final plans before publishing ES and have agreement on those before the final DCO application.</p>	
5	<ul style="list-style-type: none"> <li>NH presented the S42 comments received for marine mammals. Feedback very positive, few clarifications and amendments to be made. <i>All key selected stakeholder responses are provided in the presentation.</i></li> </ul> <p><u>Comments/questions:</u></p> <p>NH – Clarification from Natural England on the underwater noise baseline. This was presented at PEIR, so we want to confirm whether or not this was deemed inadequate, or if it was the presentation of the information? What actions could we take to improve that?</p> <p>OH – Do not believe it was review. Perhaps additional cross-referencing to that chapter would avoid stakeholders missing these in the future.</p> <p>NH – We can dig out the relevant sections and follow that up after this meeting to confirm there is no issues. We also noted a comment on missing WCS modelling. We are looking for clarification as to where the disagreement was in terms of WCS and where it was felt that it was not presented at PEIR?</p> <p>OH – There were a few minor locations, the exact places may be within the more detail S42 comments. It was typically minor things, such as the maximum pin-pile diameter, so just make sure it is consistent across chapters.</p> <p>END</p> <p>RS – Relating to seals being assessed in the Cumulative Effects Assessment, if we have negligible project alone impact, are Natural England content with screening out seals from the cumulative assessment?</p> <p>OH – <b>Will take that question away and come back to you on that point.</b></p> <p>END</p> <p>RF – Cefas/MMO submitted comments on marine mammals and underwater noise. Will these be addressed by written response separately? (as the comments were not addressed within the presentation).</p>	<p>OH (07/01/22)<sup>1</sup></p>

<sup>1</sup> Information provided following meeting (07/01/22): ‘We concur with the applicant’s proposal to screen out pathways from the CEA where the significance of the impact from the project alone is negligible. Where the significance of the impact from the project alone is minor, the applicant should provide further information if they want to screen out this pathway from the CEA’.



Agenda Item	Notes	Actions
	<p>NH – We are still going through S42 comments, we were not anticipating providing a response in writing for all S42 comments. Are there any you wish to discuss?</p> <p>RF – In regard to underwater noise assessment, we were looking for further clarification on the modelling scenarios, particularly for the continuous noise sources and simple modelling approach (and the transmission/propagation loss). For example, the equation suggests that the propagation loss is of the form <math>N \log_{10} R + \alpha R</math>, which is what we would normally expect to see; however, the examples in Table 5.2 show that the alpha coefficient is negative. For example, for trenching, the approximate transmission loss is <math>13 \log_{10} R - 0.0005R</math>. This is somewhat unusual (although conservative); please could Subacoustech provide further clarification?</p> <p>TM – The other noise sources such as continuous noise from dredging, trenching and vessel noise. Different propagation loss depends on the noise source and is location dependant, for most of these sources there is limited data. The levels tend to be low enough that the full range of spreading parameters, it would not make much difference as the levels are all relevantly low. Regarding N-log it could be either depending on the parameter. Whether you make it positive/negative, it is fundamentally a positive parameter, and the outcome is the same.</p> <p>END</p> <p>RF – We had some concerns that cetaceans have been assessed as having a Medium sensitivity to PTS. We think it should be raised to high sensitivity based on the information presented. We also had comments on concurrent piling and how that has been modelled?</p> <p>RS – We are providing a briefing note, which is currently in draft, that goes into detail on what the expert thought of PTS and what it may cause in relation to survival and fertility rates. This briefing note should provide justification on our assessment of medium sensitivity and following potential further discussion afterwards.</p> <p>TM – In terms of multiple concurrent piles, it is still under consideration between Subacoustech and RED to get the final likely possibilities of where concurrent piling could occur. The modelling will be updated, with up to two different locations, with the potential to (at WCS) both start simultaneously, but we will look for the greatest spread geographically.</p>	
6	<ul style="list-style-type: none"> <li>NH presented the S42 comments received for HRA. <i>All key selected stakeholder responses are provided in the presentation.</i></li> </ul> <p><u>Comments/questions:</u></p> <p>NH – Is there anything further we need to discuss relating to the cumulative impact assessments and in-combination effects in terms of our approach we are going to take forward for the final RIAA application?</p> <p>SS – We took the approach that the screening process considers a wider set of sites currently and more designated sites and their qualifying features as a result. At Stage 2, the Appropriate Assessment, in order to be proportionate, we took an approach to the assessments that identifies those species from the designated sites where there is no material contribution or detectable change based on mortality rates or any other in-combination rates. Using this method, we then screened out multiple sites for different species during different phases of the project and we hope that fits with Natural England’s own expectations and that you are happy with that approach?</p> <p>MS – It was a good approach and a very good report. You have picked up on the right species and SPAs, and ones we had flagged in terms of Flamborough and Filey Coast</p>	



Agenda Item	Notes	Actions
	<p>with the kittiwake and potentially lesser black-backed gull. We will see in the final ES Chapter and final RIAA what the actual impacts are and how significant.</p> <p>END</p> <p>TK – Did you consider the Alderney and Burhou Islands Ramsar in your Section 42 Responses? Or is that outside Natural England remit? When we were doing impact analysis it was about a site that considered may be of most interest, did Natural England have any specific comments on our approaches to this site and the gannet feature for which forms the body of the assessments for this site?</p> <p>MS – It is outside our remit. We would be interested in the dialogue you managed to have with those authorities. It is a significant site but it is outside our jurisdiction, as part of the Channel Islands.</p> <p>EW – <b>We will engage with the Channel Islands.</b> We have had a response from the French Ministry of Environment regarding some French sites. We will follow up on this and make sure it has been considered in terms of the Channel Islands.</p> <p>END</p> <p>NH – Do Natural England have any more comments or concerns?</p> <p>EP – We do have more comments but will wait until you have looked through those S42 comments and let us know how you are going to take those into account.</p> <p>NH – In order to go through all the comments, it has resulted in a shift in programme. We had hoped to share some new design parameters, and our way forward for assessments but as the programme has shifted this has been a high-level update. We would be very keen to set up targeted meetings with the main ETG parties on the S42 comments and go through and present much finer detail and design changes of the final RLB. This will hopefully Highlight any problems remaining. We want to clarify any of the comments and that there is no ambiguity going forward to final design freeze.</p> <p>EP – That would be helpful, as there is more detail in the main body of our response. It would be useful to go through it again.</p>	<p>EW (pending)</p>
7	<ul style="list-style-type: none"> <li>• TM presented some noise mitigation and noise abatement options. A number of comments were raised on whether we can reduce the noise at source and thereby reduce the risk of potential impact of underwater noise effects on fish and marine mammals. For modelling we will look at some mitigation measures which will be applied to the modelling. These include either reduction of noise directly at source by using alternative or quieter hammers than standard hydraulic ram (noise mitigation systems), and the reduction of noise using e.g., bubble curtains (noise abatement systems) to benefit fish and marine mammals.</li> <li>• The reduction in noise levels from noise abatement and mitigation systems would be based on evidence derived from either Bellmann et al., 2020, or the SNH guidance that was put together by primarily SMRU, and the data from manufactures directly. We are looking at the PLUSE hammer and the Menck's MNRU. This is all hypothetical and we are looking at all the possibilities. However, in terms of technical feasibility that is further down the line.</li> <li>• There is also the Hydro Sound Damper by Menck, which is more rigidly fixed and more susceptible to environmental conditions however, slightly less effective in terms of noise reduction than bubble curtains.</li> </ul> <p><u>Comments/questions:</u></p> <p>NH – We are still in the early days at looking at possible mitigation measures for noise abatement for marine mammals and fish e.g. black seabream. Any trains of</p>	

Agenda Item	Notes	Actions
	<p>thought from Natural England or MMO on these mitigation measures or other discussions you wish us to take into consideration from other projects?</p> <p>EP – We would want you to present what you were considering in a paper to us, to allow us to comment on it. No comments at this stage until you present what you are thinking of and the details. As this is high-level and we do not have all the specialists at this meeting.</p> <p>RR – We would probably want to see the modelling in terms of mitigation.</p> <p>RF – Good to see this type of modelling and fully support this. However, please provide the evidence for any reduction in sound levels.</p>	
8	<ul style="list-style-type: none"> <li>KJ presented the S42 comments received for Nature Conservation. <i>All key selected stakeholder responses are provided in the presentation, several comments overlap with other aspect chapters e.g. fish and shellfish and benthic ecology.</i></li> </ul> <p><u>Comments/questions:</u></p> <p>KJ – Which to check with Natural England, which marine mammal species are required? Not sure if RS has a better understanding of this, but it is one to flag for confirmation at this stage.</p> <p>RS – Not sure what other marine mammals need to be screened in.</p> <p>NH – Any further detail from Natural England? If not in this meeting perhaps as a follow up on which species, you think should be screened in?</p> <p>EP – <b>Can take this away and we can get back to you.</b></p> <p>OH – Happy to take it away, however, I do believe more detail is provided in the detailed S42 comments. If not, we can discuss this point.</p> <p>END</p> <p>EP – We could not understand why Climping Beach SSSI was still in the boundary if impacts are being avoided. It comes up a lot in the PEIR as a measure to prevent the impacts. It seemed strange that it is still in chapters.</p> <p>NH – Initially we had a lot of optionality for onshore sites, it was left as a larger RLB as a precautionary measure. However, we are undergoing a lot of RLB refinement and will be looked at for the ES.</p> <p>END</p> <p>NH – Any specific questions on topics we have missed or not highlighted as key comments/areas for development within the Nature Conservation chapter?</p> <p>EP – This nature conservation chapter is not something we normally see as it is not usually included. We found a lot of inconsistencies between this chapter and the key chapters. Useful to understand reasoning for having this chapter, as issues are normally addressed in the aspect chapters?</p> <p>NH – I agree, it is not a standardised approach, however, it was following current EIA guidelines that it can be a benefit. It was chosen to have a standalone nature conservation chapter to ensure none of these issues were missed by say one chapter and not considering in another. We appreciate, and we have highlighted ourselves, it is quite difficult to cross-reference. May be worthwhile, if stakeholders are willing, we could look at pulling these sections into chapters, if preferable?</p>	<p>EP (07/01/22)<sup>2</sup></p>

<sup>2</sup> Information provided following meeting (07/01/22): 'More details is provided in our S42'

Agenda Item	Notes	Actions
	<p>EP – That would be useful, and we can see the benefit of it as a catch all chapter. Referring to the assessment in specific chapters, would help to avoid those issues where it does not match up. Or drafted last, when the other chapters are finalised to avoid issues.</p>	
<p><b>9</b></p>	<ul style="list-style-type: none"> <li>• EW presented the roadmap for 2021 to 2022. We have revaluated our timetable to incorporate the key concerns following S42 comments regarding the programme. We aim to come to a design refinement by end of this month. This will include changes of RLB, mitigation and methodologies we are reviewing for installation. We will undertake further targeted engagement, and outputs will feed into the final design freeze in February.</li> <li>• It is a tight programme, but by engaging with stakeholder and listening to feedback, by submission we will have a clear view of where we are going and where the outstanding concerns are.</li> </ul>	
<p><b>10</b></p>	<p>Once we have completed the ETGs, we will be looking ahead for dates for the targeted meetings and answering S42 comments., approx. January 2022. The final ETG will follow up on that as a summary before we go to DCO application.</p> <p><i>No other matters raised. End of meeting.</i></p>	

<b>Rampion 2</b>		
<b>Evidence Plan Process: Water Framework Directive (WFD) Assessment Targeted Meeting</b>		
<b>Date:</b> 3/3/2022		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (SB)	Environment Agency (EA)	Sustainable Places Planning Adviser
██████████ (MD)	Environment Agency	Monitoring Officer
██████████ (DL)	ABPmer	Physical Processes Specialist
██████████ (GD)	Wood Plc	Hydrology Specialist
██████████ (DH)	GoBe Consultants Ltd	Water Quality Specialist
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (AD)	RWE Renewables	Offshore Consents Manager
<b>Apologies</b>		
██████████	Wood Plc	Overall EIA Project Manager
██████████	Wood Plc	Onshore EIA Project Manager
██████████	GoBe Consultants Ltd	Offshore EIA Project Director
██████████	RWE Renewables	Senior Consents Manager
██████████	RWE Renewables	Onshore Consents Manager

Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Water Framework Directive (WFD) concerns <ul style="list-style-type: none"> <li>Discussion on S42 comments associated with the WFD assessment</li> </ul>
3	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>Attendee list and general housekeeping. Participants were made aware that the meeting was being recorded. No objections were noted.</li> </ul>	
2	<p><b>Background</b></p> <ul style="list-style-type: none"> <li>DH ran through the agenda of the meeting. MD &amp; SB ran through their roles at the EA and in relation to Rampion 2. DH also ran over his role on Rampion 2.</li> <li>Discussion as part of this targeted meeting was in relation to the marine environment only (i.e., transitional and coastal waterbodies), with onshore/freshwater aspects of the WFD assessment to be updated in due course – the EA will be consulted again shortly.</li> <li>DH provided an update from PEIR and the next steps for the WFD assessment. The PEIR included a WFD compliance assessment and thanked EA for the S42 comments on that. In terms of direct overlap with the proposed works, we are only talking about the coastal section of the export cable corridor. The Sussex coastal waterbody is large, however, this direct overlap is small in relation to the wider project (e.g., array area).</li> </ul> <p><b>S42 comments</b></p> <ul style="list-style-type: none"> <li>DH presented a table showing S42 comments. It is a record of what was suggested how we are taking this forward. In our opinion, the WFD assessment was well received by the EA although it is in that preliminary phase. DH ran through the S42 comments detailed in the presentation.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• DH noted the project looked to follow the EA’s Clearing The Waters For All guidance. In the PEIR, 2015 Cycle 2 River Based Management Plan (RBMP) classifications were noted. These broadly have a six-year cycle; Cycle 1 (2009), Cycle 2 (2015), Cycle 3 (2021). However, over those six years, the EA have looked to publish interim classifications, with the latest from 2019. Going forward we will ensure the ES refers to and considered those latest classifications. There is value in referencing classifications at the point of the RBMP being published, the next will be published for Cycle 3. However, we will refer to the interim classifications to ensure the latest data is used to inform the assessment.</li> <li>• DH noted that under the WFD, in theory, there should not be a deterioration in the status of any waterbody as a result of proposed activities. Where a waterbody is already failing to achieve good status, any disturbance of the seabed will result in contaminants in the sediment being released. Any disturbance will lead to, however small, an uplift in the concentrations of these contaminants in the water column. In effect, this would prohibit any development under the WFD in the coastal environment. However, it is possible to present a reasonable argument and demonstrate the impacts are short-lived and small scale, and thus an activity will not lead to or be considered a major contributing factor towards a waterbody failing or preventing it from achieving Good Chemical Status in the future. We will demonstrate this and show it is acceptable from a compliance perspective under the WFD.</li> <li>• DH ran through a summary slide on the S42 comments.</li> </ul> <p><b>Proposed Approach</b></p> <ul style="list-style-type: none"> <li>• DH presented the proposed approach. Focus on Clearing the Waters for All guidance. As part of that, there are various receptor groups, and each will be covered as part of the assessment. From an EIA perspective, you might assess something from the very immediate vicinity, local/regional/national/international scale of the potential impacts, however we need to make sure the information from the ES is amended to relate to the WFD waterbody scale and the objectives of the WFD.</li> <li>• Slide 7 - DH noted the waterbody is heavily modified for coastal protection. We will need to check with EA in terms of what mitigation measures are currently in place so we can use that to inform the hydromorphology section of the assessment. Demonstrate the Project is not hindering any potential measures that are in place to achieve Good Ecological Potential. The mitigation measures assessment currently highlights the waterbody as Moderate. In terms of the Chemical Status, it is failing due to mercury compounds and polybrominated diphenyl ethers (PBDEs), or brominated flame retardants. In terms of classification, the one out all out principle applies, i.e. any of these parameters failing leads to the Ecological/Chemical Status to fail, therefore overall status is failing.</li> <li>• Slide 8 - DH noted the six different receptor groups considered. DH presented figures from the previous ETG meeting and provided a recap (Slide 9 to 10). The seabed varies from coarser material inshore to finer sandy material further offshore, predominately on the whole the material is sandy gravelly material. Contaminants tend to be associated with finer muds and silts. Day grab used to collect sediment samples for the analysis of Chemicals – metals, PAHs and total hydrocarbon content (THC). Cefas Action Level 1 (AL1) was exceeded for Arsenic at a few sites. Arsenic will be part of the chemical assessment that we will provide more narrative on. In the Sussex coastal waterbody, Arsenic is not classified as a specific pollutant. Mercury is a priority hazardous substance that is failing for the Sussex coastal waterbody, but was consistently below the limit of</li> </ul>	

Agenda Item	Notes	Actions
	<p>detection in sediment samples, nearly an order of magnitude below the AL1. We will make sure the narrative to mercury is presented.</p> <ul style="list-style-type: none"> <li>• DH highlighted this is the data from the site and we will look to supplement that with other sediment quality data in the area to provide a more regional approach and take the worst-case concentrations. As a worst-case, we will take the highest concentration and work that through as part of the assessment.</li> <li>• Slide 11 - DH noted there are a range of studies, typically lab-based, in terms of partition coefficients. Contaminants are initially sediment-bound and then raised into suspension, with the partition coefficient providing quite crude conversion factors, but estimate the proportion of material that will move from the sediment-bound phase to the dissolved phase in the water column, and potentially available for uptake by the biota.</li> <li>• Slide 11 - The SeDiChem tool was developed in conjunction between EA and APEM. It is starting to get more traction on applications. DH highlighted that MD has circulated a copy for the Project to use. The process requires the input of sediment concentrations; it then works through spreadsheet-based calculations to estimate dissolved concentrations in the water column. Important to note concentrations are initially from sediment samples, and thus it is giving a potential snapshot of that data in one location at a source of an uplift in the plume. It is point-source based, and therefore as part of the narrative, it needs to be put into that context.</li> <li>• DH notes getting the baseline information will be important to provide context of what the uplift looks like in the wider waterbody. Due to the size of the waterbody, it needs representative points, previously it had multiple monitoring points across it (see slide 12) up to 2011/12, which would have helped inform classifications previously. Potentially use the baseline concentration, take those concentrations and look at worst-case/mean, to determine what the concentrations are in the water column. DH highlighted that water quality is unlikely to have changed massively unless there have been notable inputs. Sediment quality particularly that far offshore is unlikely to have had any major changes, unless there is a major pollution event, but will help again for the wider assessment. DH noted the majority of coastal points on the slide are bathing water monitoring points and maybe specific project-level discharge points but unfortunately does not have the same water quality parameters to inform the WFD assessment.</li> <li>• (Slide 13) Water quality elements, we need to think about other abnormalities, in terms of potential for suspended materials etc., which could influence those bathing waters. We will make sure information on that is pulled across. The 2019 classification indicates phytoplankton is at good status, we need to provide a narrative that it is not going to lead to mass phytoplankton blooms or impacts on the phytoplankton assemblage. Harmful algal blooms are not monitored for this waterbody but will be touched on briefly.</li> <li>• Biology – habitats (low and high sensitivity): In terms of area of coverage and disturbance. It will draw upon data presented in the Benthic, subtidal &amp; intertidal ES Chapter and tailor appropriately to the WFD.</li> <li>• Protected areas: WFD will signpost to the Report to Inform Appropriate Assessment (RIAA) for the Project in terms of nature conservation designated sites. Make sure the WFD Assessment considers bathing waters appropriately, and the potential implication of works and e.g. plumes in those areas, all currently at good/ excellent condition under Bathing Waters Reporting for 2021.</li> <li>• Shellfish waters &amp; Sensitive areas: None in the immediate vicinity and thus to be scoped out.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• Hydromorphology: Rely upon the Coastal processes ES Chapter. Make sure the terminology is relevant to the WFD Assessment. Mitigation measures assessment for heavily modified waterbodies noted as moderate for Sussex coastal waterbody. Request for the current status of mitigation measures, and we can incorporate that into the assessment and look to demonstrate the proposed works will not influence those measures.</li> <li>• Biology – Fish: this biological quality element is not classified for coastal waterbodies; transitional waterbodies only. While we will not be able to provide consideration of the impacts of the proposed works on a fish classification for the Sussex coastal waterbody, we do need to think about whether it could influence migrations to other nearby estuaries and what these implications could be. We will again rely on the Fish &amp; shellfish ES Chapter and pulled across appropriately for WFD.</li> <li>• INNS: incorporate and look at how it will be managed going forward in terms of potential introduction/spread of INNS. MD noted it is mostly biosecurity, in terms of vessels, etc. DH agreed and noted it will also include how measures will be secured as part of the Marine Licence or the DCO etc.</li> </ul> <p><u>Comments/Questions</u></p> <p><i>S42 comments slide</i></p> <p><i>Interim classification:</i></p> <p>DH – Is there an indication when the Cycle 3 RBMPs will be published, noting other issues may be taking precedent at the moment?</p> <p>MD – Internally we might not see this until the latter part of 2022. Using the 2019 interim classification is currently the best option and is likely to be close to what will be finally published. The 2019 interim classification is a far more accurate representation of where we are compared to the 2015 RBMP. EA will keep you informed should the RBMP be published sooner.</p> <p>DH – Appreciate that pragmatic approach. If new classifications were to come out, for example, the week before submission, we would want to make sure we have an understanding from our side, what is the best way to proceed.</p> <p>MD – I suspect there will not be much difference between the 2019 interim classification and what will be the formal RBMP.</p> <p>DH – We can make that judgment as well, if there is no difference, we might be able to make those edits quite quickly/note it.</p> <p>MD – What the project is planning to do, does not strike me as high risk in the first place. Go through the motions of the WFD assessment to produce something that gives us a rationale case for it. The process is being carried out and it has been considered, just need to go through the process and credibly provide the arguments.</p> <p><i>Fail-worse scenario:</i></p> <p>DH – it is noted that MD had a few thoughts on ranges or percentage uplift that would be considered generally acceptable from a discharge perspective which could be applied under the WFD?</p> <p>MD – To have a pragmatic cut-off point, consider what is a significant deterioration or so small we do not consider it significant, given that we are looking at six-year cycles. Using discharge permitting rules, considering upstream/downstream, if the waterbody was failing before you add the discharge, providing it is does not increase the annual baseline average by more than 3%, this is not considered a deterioration. A 3% increase is quite a lot for a large waterbody.</p> <p>MD – The sediments will be largely free of PBDEs. It is a large waterbody, so should be possible to argue it is not close to 3%. The EA considers that issues (failures) with</p>	



Agenda Item	Notes	Actions
	<p>PBDEs are something that needs to be cured at the source. Therefore, we feel once prevented from entering at source, concentrations will come down in the marine environment. The project should not get too worried about PBDEs, there may be one or two areas where we have to come to an agreement on how complete the assessment, especially if you do not have PBDE data. I have some data back and Sussex coastal is not a surveillance waterbody, so there has not been much data generated, e.g. no data from some of the metals. If you do not know the baseline to start with, how can you work out how much you are adding to it. Need to work out what the best approach is. I have spoken to colleagues; the discussion so far is suggesting we could use a baseline value of half Environmental Quality Standards (EQS). I have provided the 2019 classification data (<i>via email 2<sup>nd</sup> March 2022</i>). It has been suggested that where we do not have more up-to-date classification monitoring data in the recent six-year period, we might have some data if we look further back as some may have been collected for the Dangerous Substances Directive, need to look for older data. If we have data in our archive, I would rather use real information rather than guessing. We will need to work together on this.</p> <p>DH – This approach is welcomed. We do not have PBDE data from the site and the Sussex coastal waterbody is failing for PBDEs. Input may have to be at a conceptual level, description of the sediment type and likelihood of PBDEs representing an issue. We do have metal, polycyclic aromatic hydrocarbon (PAH) and total hydrocarbon content (THC) data, we can work through the chemical assessment for those. We have found some chemical data for closed sites with samples from 2012. Would this data be acceptable to help provide an indication of contaminant concentrations?</p> <p>MD – If we have data bring it into the argument. There is always the risk that things have changed over the interim, but better to use data that has some fact to it. It has been suggested that we might be able to use proxy data augmented from the sea area generally. Adjoining waterbodies that may have data and I am open to that idea too, as suggested by colleagues.</p> <p>DH – This is really welcomed. It is a little data-sparse, and I would like a little bit more, but it is about putting a reasonable argument together.</p> <p>MD – Reasoned argument and supported with facts as much as possible and there may be times where we have to live with gaps. Cross that bridge when we come to it.</p> <p><i>Proposed Approach</i></p> <p>DH – We need to have a more specific discussion about the data that is available, including data we have available from the site, the EA, the classification data etc. Come to an agreed approach of what would be sensible. The data in some cases is the best we have; it is quite dated.</p> <p>MD – Happy with the direction of travel, it is just what the EA are looking for.</p>	
3	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>• DH noted MD had provided some data before the meeting and the SeDiChem tool has already been received.</li> <li>• DH confirmed as MD noted that the Cycle 3 RBMP will be published in the latter part of this year.</li> <li>• DH – WFD are almost a mini-EIA in themselves, collating a lot of information for various receptors. The chemical side of things can be progressed upfront. In the short term, we can look to progress those elements. If other classifications materialise, we can look to amend it slightly. Some bits we will have to rely on from a Coastal processes perspective. I do not know on timelines of when different elements will be available. In terms of the likely uplift in concentrations, this will be needed to inform the SeDiChem tool etc. If we can get the baseline</li> </ul>	



Agenda Item	Notes	Actions
	<p>data ready, we can progress the assessment and work through the narrative for that argument.</p> <ul style="list-style-type: none"> <li>• DH noted we have various streams of information and data which will feed into this. We will work through the SeDiChem tool which will give us outputs from that and will be important as part of the narrative to provide further context, highlight where things are precautionary/worst-case and input the temporal/spatial elements.</li> <li>• NH provided an update on the programme. NH thanked MD for providing the information ahead of the meeting. Any remaining data questions can be discussed via email over the next few weeks. We are finalising the Coastal processes chapter, along with several others over the next few weeks and we anticipate drafting the offshore element over the next month. We hope to give a final update at the ETG in April. Onshore programme running behind us. We are looking to finalise the WFD in the summer, June/July, as soon as we know more about the onshore element, we will be in touch to settle the outstanding S42. Project submission will be in later summer.</li> <li>• MD flagged EA have fieldwork in June/July time, so there may be a clash for future meetings.</li> <li>• NH and AD thanked participants for their time.</li> </ul> <p><u>Comments/questions</u></p> <p>DH – The Cycle 3 RBMP publication – will that include updated classifications, or just the plan itself?</p> <p>MD – It should be the classifications. My understanding is that the data is pinned already. I do not think the classifications will change much, if at all. I am comfortable using the 2019 classification, so assume that. If the new classification needs to be addressed, we can cross that bridge if it is generated early. Progress with the 2019 classification, and I assume we will have the WFD assessment and sign off before we get the classification issued anyway, can only work with what we have got.</p> <p>DH – Appreciate that stance and advice from MD.</p> <p>END</p> <p>MD – Has there been any suspended solids/plume modelling yet?</p> <p>DL – Yes, there have been quantitative assessments of sediment plumes, via a spreadsheet modelling approach. Keeping track of sediment volumes resuspended, we have produced a series of buffers, with representative distances of concentrations/thickness of redeposition back to the seabed.</p> <p>MD – This will be useful. For SeDiChem ideally you want a spatial size of the plume of the waterbody, to provide context. Worst-case scenario something goes over the EQS. What SeDiChem will look for is a baseline suspended solids, a depth average concentration over the whole plume, integrating one number. Derive a depth average suspended solid as a baseline; this will feed through to increase the contaminant concentration using knowledge of the sediment being disturbed. Once you have a realistic concept it will give you an idea of the transference in the water column and if you have compliance within the plume or not. Modelling data to derive the depth average suspended sediments uplift would be very helpful.</p> <p>DL – We certainly have some realistic dimensions for the plumes in terms of the plan area. I had a related question, for quite a lot of activities (anything that happens near bed) the plume is a result of the sediment being resuspended to a certain height and then it comes back down, but that is not even the full water column depth, sands and gravels especially but even fines to an extent. When you were talking about the percentage of the waterbody, how conservative or otherwise would you like us to be</p>	

Agenda Item	Notes	Actions
	<p>with the idea that it is not just some small percent of the plan area, but it is also contained within the lower part of the column?</p> <p>MD – SeDiChem test assumes depth average for the whole water column. I understand you will have a thicker layer which will be low lying, but it is trying to use that number in terms of transfer to the whole water column contaminants. Presumably, it will still move, it will just move out into the lower part, the dissolved phase will continue mixing, anything bound will settle quickly. In reality, a lot of the material is going to be relatively coarse, so that is not an issue for us, as it is a temporary effect. Although SeDiChem tests against the maximum available concentration EQS, not one we currently enforce, whereas we do enforce the annual average. The annual average which we monitor and enforce is issued over a much longer term. The plume lasts a week/tide, you have all the other tides in the area to average the effect out over the year, large confidence that it is not going to be a big effect on the annual average and that is how you would argue it.</p> <p>END</p> <p>MD – Need to focus a little on the bathing beaches for the microbiology, that is going to be important to make sure you are covering that well. The bathing beaches is my team’s responsibility and are fairly high profile. You need to try and provide the rationale as to why it is not a problem, justify it and give everyone confidence that we are not expecting a problem. It is not an easy one to deal with. From the technical side, we do not have an EQS. The bathing water is a coliform concentration in a water column but if you do not know the baseline, then you do not know what is in the sediment and we do not have a standard test for coliforms in sediment. It is not easy to do numerically. Need to look at what the histories are of the bathing waters, have they had histories of problems, are we dredging near any potential faecal material.</p> <p>DH – Will need to consider in terms of potential for direct introduction of coliforms from within the sediment but also in terms of the plumes, and whether that leads to a reduction in water clarity, which could lead to bacterial uplift etc. We will demonstrate those processes will be transient and short term. Trying to provide a history of the site and whether there have been some failures in the past in terms of bathing water quality, and if that is related to potential issues in certain areas. Links to the bathing season and so on and when the works will be potentially ongoing.</p> <p>MD – Not sure how much flexibility you have over the timings of the works. If you have the option of timing things outside the bathing water sampling and monitoring season, then you can certainly avoid any effect on bathing water monitoring. Being a relatively large-scale event, it might not be an option that you have got.</p> <p>DH – I do not think those timings are in place yet, and the chances of that being avoided are minimal.</p> <p>MD – In the summer/bathing season, you are heading for that window of better weather. You might not have an option to avoid the bathing season but if you did that is certainly one way to avoid the bathing water</p> <p><i>No further comments. End of meeting.</i></p>	

# Meeting Minutes

**Date:** [03 / 11 / 21 09:00-12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group Meeting - Onshore Ecology, Hydrology & Nature Conservation

**Attendees:**

- AJ - [REDACTED] (Environment Agency)
- AH - [REDACTED] (West Sussex County Council (WSCC))
- AK - [REDACTED] (Wood)
- BR - [REDACTED] (Wood)
- DB - [REDACTED] (Environment Agency)
- DR - [REDACTED] (Wood)
- EW - [REDACTED] (Rampion Extension Development Limited (RED))
- EP - [REDACTED] (Natural England)
- ES - [REDACTED] (East Sussex County Council (ESCC))
- FK - [REDACTED] (RED)
- GR - [REDACTED] (WSCC)
- GD - [REDACTED] (Wood)
- JT - [REDACTED] (Royal Society for the Protection of Birds (RSPB))
- JB - [REDACTED] (South Downs National Park Authority (SDNPA))
- JP - [REDACTED] (Sussex Wildlife Trust)
- JM - [REDACTED] (Environment Agency)
- JZ - [REDACTED] (Wood)
- KB - [REDACTED] (Natural England)
- KM - [REDACTED] (WSCC)
- PB - [REDACTED] (Adur and Worthing District Council)
- RP - [REDACTED] (Natural England)
- PK - [REDACTED] (Adur & Ouse Rivers Trust)
- RK - [REDACTED] (Pevensey and Cuckmere Water Level Management Board) (WLMA)
- RC - [REDACTED] (Sussex Ornithology Society (SOS))
- RS - [REDACTED] (WSCC)
- SI - [REDACTED] (ESCC)
- SB - [REDACTED] (Environment Agency)
- SM - [REDACTED] (Mid Sussex District Council)
- TS - [REDACTED] (Natural England)
- TL - [REDACTED] (Environment Agency)
- TW - [REDACTED] (Environment Agency)

**Apologies:** None

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**To be presented / discussed:**

**Actions**

**1 Welcome & Update from RED**

JZ opened the meeting by running through the attendee list and agenda.

EW provided a project update, noting that:

- The Preliminary Environmental Information Report (PEIR) was published on 14 July 2021 with the formal Consultation period running for 9 weeks ending on 16 September 2021. Both the Section 42 (S42) and Section 47 (S47) consultations were run in parallel.
- The Development Consent Order (DCO) Application Boundary is currently under review and is likely to be refined down from the PEIR Assessment Boundary.
- Phase 3 Expert Topic Group (ETG) Stakeholder engagement as well as wider Project Liaison Group (PLG) engagement to be carried out in November 2021.
- Onshore surveys ongoing to inform the Environmental Statement (ES).
- Offshore surveys complete as of February 2021 although the PEIR did not include all in-situ survey data, however this will be incorporated in the ES.
- The ES is currently being drafted, with indicative DCO Application Boundary changes to be communicated and consulted with ETGs prior to publication Spring 2022.

EW provided an explanation on the Design Change Process.

Onshore and Offshore aspects driven by relevant landowner/ stakeholder requests. The Design Change Process follows a number of steps:

- Step 1: Initiation – Design change proposals initiated in response to landowner requests, other external stakeholder requests or new inputs based on survey results and engineering investigations.
- Step 2: Evaluation – Design changes are assessed from an engineering feasibility, consenting risk, cost and landowner impact perspective.
- Step 3: Decision in principle for check – This can result in no change being taken forward or types of refinement including changes to the route within the PEIR Assessment Boundary, method changes (i.e. open cut to horizontal directional drill (HDD)), mitigation measures or changes outside the PEIR Assessment Boundary.
- Step 4: Decision sense check – Once all change decisions are made in principle, the cumulative impact of all requests are considered in the round to ensure financial viability of the overall project.
- Step 5: Communication – Design changes communicated to the initiators and directly affected parties and the Planning Inspectorate (PINS).

**2 Onshore Update – Proposed Development and activities undertaken to-date**

JZ presented an Onshore update including activities undertaken to-date. The last round of ETG meetings were last held in March 2021, further interaction with stakeholders is

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ongoing, and post-S42 consultation discussions have already been had with SDNPA and WSCC on topics such as transport and terrestrial ecology. It is envisaged that further targeted discussions will be arranged to discuss S42 consultation responses in further detail following these ETGs.

Since March 2021, the onshore survey programme has increased as COVID-19 pandemic restrictions have continued to ease and more land access has become available. This has allowed good progress on the onshore survey campaign with surveys ongoing and completed to-date including: landscape and visual impact assessment (LVIA) walkover and viewpoint photography; historic environment walkover and geophysical surveys (still ongoing), terrestrial ecology surveys, arboricultural surveys and ground conditions and water walkover surveys.

The environmental team continues to support the ongoing design refinement in terms of the onshore cable corridor, optionality that remained at PEIR stage and any potential identified design changes following the design change process. In parallel, S42 consultation responses are being reviewed and fed back into the design process. Work has commenced on the drafting of the ES with the indicative DCO Application Boundary changes to be communicated and consulted prior to publication.

### 3 **S47 & S42 Consultation**

EW presented slides on the S47 community consultation describing how this was carried out as a fully virtual consultation (online), however it was advertised through a wide leaflet, poster campaign on the back of buses, public transport, and local business shops windows. EW also presented some of the key outcomes on the S47 community consultation as shown in the presentation slides.

### 4 **Roadmap 2021**

EW noted that due to S42 consultation feedback on overall programme for delivery of the DCO Application and adequate time for design updates and consultation, key project programme dates have been amended as follows:

- Design Refinement – End of November 2021
- Targeted S42 Stakeholder Engagement – December 2021 – January 2022
- Design Freeze – February 2022
- DCO Application – Q2/3 2022
- Further ETG Meetings Pre-Application – End Q1 2022.

### 5 **Terrestrial Ecology and Nature Conservation**

#### **5.1 Summary**

AK presented the terrestrial ecology and nature conservation slides noting that, rather than going through each S42 consultation response, as there were a large number of comments, the presentation will be based on some of the common themes. AK noted that survey data in the PEIR will not be discussed in any great detail during this ETG. AK also noted that surveys have been hampered by COVID-19 pandemic restrictions and landowner concerns making land access across the 36km onshore cable corridor

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challenging. The terrestrial ecology surveys are ongoing and have obtained good coverage to-date for example greater than 80% for the extended phase 1 surveys.

AK noted that, at the PEIR stage, a number of options were considered and ongoing design evolution is considering these options with regard to increasing knowledge of the baseline e.g., ecological surveys and understanding of some of the preference recommendations/options from S42 comments. S42 consultation feedback outlined that the PEIR Assessment Boundary may cross some ecological features such as woodlands and hedgerows and therefore a Vegetation Retention Plan as part of the Outline Landscape and Ecological Management plan will demonstrate where vegetation will not be removed within the DCO Order Limits (e.g., hedgerows adjacent to existing access tracks). Issues of fragmentation and habitat loss will be detailed at the DCO Application stage as part of the vegetation retention plan in the Outline LEMP.

Mitigation – At the PEIR stage, a number of high-level commitments were provided and these were not based on survey data due to a lack of availability at the time. However, surveys have continued since PEIR Stage and taking into consideration S42 consultation feedback. Some commitments will continue to be updated and amended depending on ongoing design decisions and updated commitments will be based on the best available data. Many of these commitments will be outlined in the Outline Code of Construction Practice (COCP) and Outline Landscape and Ecological Management Plan (LEMP) provided alongside the DCO Application.

Compensation – AK outlined that direct compensation will be restricted within much of the working area to restoration. This compensation will need to be directed at specific effects and commitments being considered to enable 'restoration plus' for certain types of habitats (e.g. hedgerows). Landscaping at the site of the onshore substation provides the main direct opportunity for habitat creation. Across the Onshore PEIR Assessment boundary a large portion of the land area is agricultural therefore there is a need to work with landowners to restore to productive agriculture where requested and look for biodiversity opportunities where mutually beneficial.

Enhancement - RED is committed to delivering Biodiversity Net Gain (BNG). It was discussed that BNG will be contributed to by enhancements/creation within the DCO Order Limits however it will be difficult to achieve the desired uplift as the compulsory purchase order (CPO) case is uncertain. It is considered likely that contributions to strategic schemes within West Sussex will be sought by RED, with suggestions from stakeholders welcome. AK outlined that any key contacts for potential projects/opportunities will be gratefully received.

For each ecological survey, the coverage type will be shown at ES. Where full coverage is not available, remote sensing data from 2020 is available which gives additional confidence in the extrapolation of habitat data. AK outlined that broad habitat classifications out of season will be used to fill in gaps in the early 2022 and it was acknowledged that, although this is not ideal, this data will still be robust as broad habitat classifications (i.e. broadleaved woodland, semi-improved grassland, arable land) can still be easily distinguished out of season.

AK outlined that the Vegetation Retention Plan will provide an opportunity for stakeholders to understand the likely "real world" effects of habitat loss. The Vegetation Retention Plan will not be finalised until the design and DCO Order Limits are finalised. The

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Vegetation Retention Plan will be released for discussion with stakeholders prior to submission (to be confirmed with RED).

TS from Natural England asked for further clarification with respect to compensation and 'restoration plus'. AK responded that the expectation is that mitigation, compensation and enhancements (including BNG) for each ecological aspect will be clearly defined in the ES. AK clarified further stating that this will include a common paragraph structure for each assessment that defines the scale of the effect, mitigation type, compensation and significance. BNG calculations and ways to secure will also be set out within the ES at DCO application.

**AK to ensure BNG is discussed with the offshore team.**

TS asked about BNG in the marine environment, however it was acknowledged that this is outside the remit of the onshore ETG meeting. TS suggested that discussions take place between onshore and offshore with respect to BNG.

Habitats – AK stated that with respect to Ancient Woodland and veteran trees, Ancient Woodland has been avoided and that a 25m stand off for construction has been applied to all Ancient Woodland. in accordance with British Standards. (BS 5837) In terms of veteran trees, arboricultural surveys are nearing completion however there is not expected to be any veteran tree loss based on survey results so far with only one or two places where further micro-siting may be required to enable veteran trees to be retained. AK confirmed that these will be marked on the forementioned Vegetation Retention Plan. AK stated that Woodland loss has been minimised through design amendments and trenching.

AK highlighted that hedgerows are common within the PEIR Assessment Boundary (over 400 have been surveyed to-date), either in or parallel to the PEIR Assessment Boundary. The approach to every hedgerow will be determined and documented (e.g. retained, coppiced, removed and transplanted, grubbed out). At PEIR stage, it was assumed there would be a 50m onshore construction corridor working width however, ways in which to minimise this on a hedgerow-by-hedgerow basis are being considered. All hedgerows within the final DCO Order Limits will be provided in the ES. With each hedgerow being numbered and accompanied by a description of the approach to each hedgerow.

With respect to calcareous grassland, AK stated that further design considerations to inform access needs at Sullington Hill (e.g., need for access track works) are being looked at. Furthermore, further consideration is being made as to the Warningcamp to New Down Local Wildlife Site (LWS) crossing. AK stated that onshore cable corridor options are being considered however the area is heavily constrained including Ancient Woodland, LWS and source protection zones 1 & 2).

Great crested newts – AK stated that within 250m of PEIR Assessment Boundary there are 271 water bodies, 27 of which are situated in the PEIR Assessment Boundary itself. However, due to land access only 146 out of 271 water bodies have been sampled for presence of Great crested newts which includes the 27 situated inside the PEIR Assessment Boundary. Great crested newts are present along the onshore cable corridor as expected from the desk study. AK confirmed that further Great crested newts surveys are proposed for 2022.

Bat Surveys – AK described that bat surveys have been the most constrained in terms of data collected to-date. Bat activity surveys between April and October 2021 have been conducted along nine focused transects although due to land access restrictions, a number of transects have been relocated. There is however a good understanding of the resident bat population at the locations surveyed. Static data has been compromised in places by

lack of ability to secure areas to deploy static bat detectors (noting static bat detectors cannot legally be deployed on a public rights of way) and there have been several incidences of vandalism. Mitigation of potential effects on bats includes rapid restoration of foraging habitats and lighting design in line with guidance to keep disturbance to a minimum.

Breeding birds – AK stated that, with respect to breeding birds, there are lots of farmland birds, both ground nesting and those mostly associated with hedgerows. Measures to protect breeding birds will be discussed in the Outline COCP.

## 5.2 Ecology Questions and Responses

AK raised and queried Natural England Section 42 response with respect to the approach to assessment in terms of importance, in particular the request from NE for Habitats of Principal Importance (HPI) and Species of Principal Importance (SPI) to be considered to be of national importance regardless of extent. TS responded that the approach to assessment is something to be discussed further with Natural England and it was agreed a follow up meeting would be arranged.

AH stated that it is good to hear that over 80% coverage for the Phase 1 habitat surveys has been achieved and that further access for surveys for the ES has now been secured but queried how will land with no access be covered? AK responded that percentage coverage will be reported for each target species. Ground truthing data for the remote sensing will be used to fill gaps (mostly recorded from vantage points) in Phase 1 habitat data (some infill works proposed in Q1 2022), followed by remote sensing outputs and then satellite imagery. This will give a data set that covers the entire DCO order limits.

AH stated that one of the main concerns coming out of Section 42 was the justification for the 50m working width which was missing in PEIR. AH stated that for ES a much stronger justification for the working width would be required. AK noted and acknowledged justification of width will be provided in the ES. EW responded that the working width is something that will be looked at in further detail and the expectation is that the working width will be refined where possible. EW stated that this feedback from consultees would be fed back to the engineers.

JP (Sussex Wildlife Trust) asked if the Vegetation Retention Plan could be circulated as draft prior to the ES submission. AK responded there is a lot of work and further consultation is required before this is available for specific aspects however it may be beneficial to approach individual stakeholders for inputs (for example relevant highways authorities for visibility splays). AK suggested that at the next ETG meetings it may be possible to preview ahead of ES and that this would be confirmed and agreed with RED.

TS requested that 'failure rates' are considered to ensure true 100% compensation. AK responded that specifics of mitigation, compensation and enhancement will be provided per target species.

KM questioned whether only Biodiversity Net Gain projects within the DCO Order Limits are being considered. AK responded that the consideration of Biodiversity Net Gain projects is not restricted to the DCO Order Limits and that relevant projects in the West Sussex area are being considered.

**AK to arrange follow up meeting with NE to discuss S42 response with respect to the assessment approach.**

**EW to ensure S42 responses with respect to the working width are fed back to the engineering team.**

**AK to discuss with RED the possibility of sharing the Vegetation Retention Plan as draft prior to the ES.**



Continued...

PB queried offshore Biodiversity Net Gain considerations. FK responded that this will be covered in the offshore scope and offshore ETG meeting, for example RED are in liaison with Sussex Wildlife Trust and the Help our Kelp team.

TS asked, as part of any feasibility studies, will there be any risk of slumping or knock-on effects from HDD at Sullington Hill. TS stated an interest in understanding what potential knock on effects could occur. AK responded that Bentonite (drilling lubrication material) frack-outs are the potential side-effect of HDD. AK stated that specialists did not detect any particular heightened risk of this at Sullington Hill compared to other locations. Engineers can capture and set out what kind of knock-on effects there may be. A risk will always remain but detailed drilling design is focused on reducing these risks.

TS also raised the concern of dust impacts with respect to the access route for Amberley Mount to Sullington SSSI and asked what dust mitigation is being considered. AK responded that this is being considered having been included in consultation response and will be addressed as part of process of reviewing all responses.

DH raised a query with respect to Barn owl stating that the PEIR suggests up to 25 pairs could be impacted but there is no further mention of mitigation boxes. AK responded that Rampion 2 has been in contact with the barn owl box project. Once the DCO Order Limits are finalised for the ES the specific barn owl impacts and mitigation will be included.

## 6 **Water Environment**

GD provided a progress update. In the PEIR, the water environment appendices provided wide range of detailed baseline information (flood risk, Water Framework Directive (WFD) and other for other water environment receptors) which will be checked and where necessary refreshed at the ES stage. This will be done for instance for Private Water Supply (PWS) receptors, and current WFD classifications. A water environment site walkover was completed in August 2021 for which points of interest included the landfall, watercourse crossings of main rivers and larger ordinary watercourses. It was noted that Arun District Council will be separately undertaking a site investigation for several PWSs in closer proximity to the PEIR Assessment Boundary (expected to take place later in 2021/ early 2022). The Flood Risk Screening Assessment (FRSA) and Preliminary WFD Assessment carried out at PEIR will be refined and finalised at the ES stage based on any updated to the outline design.

*Summary of S42 consultation comments for discussion:* GD set out some of the S42 comments of further note.

It was raised that SDNPA noted there was no specific mention of dewponds and chalk ponds on the Norfolk Estate. In response to this, GD outlined that the baseline and detailed baseline appendix considered a range of designated sites and statutory designated sites depending on water dependency. In addition, the chapter also identified ponds, springs etc. using ordnance survey (OS) mapping, aerial photography and hydrogeological mapping which were described in the chapter text (Section 27.6), and Appendix 27.1 as well as displayed on Figure 27.2 and 23.11. GD noted that at the ES stage, during the refresh of the baseline section, any relevant dew pond and chalk springs will be incorporated where these had not already been identified (at PEIR). The SDNPA have provided GD with maps of the features which they are aware of. In their S42 comment, the SDNPA had requested that these features be appropriately identified and protected. GD ran through the rationale between their sensitivity value by way of the criteria for a range of receptors. GD also referenced the various measures which are currently in place to

Continued...

protect these types of features. JB from the SDNPA welcomed these clarifications, and TW from the Environment Agency confirmed that they would also need to be consulted should there be any potential for impact on chalk springs come to light.

GD ran through the Environment Agency S42 comments. GD acknowledged that further information will be made available to stakeholders confirming what activities will be outside of the Source Protection Zones (SPZs), default PWS zones etc., and that the Environment Agency would be consulted to discuss any detailed on the refinements to the design and associated measures. In relation to PWSs, GD noted the comment that whilst the Environment Agency did not have any fundamental issues with the risk assessment of PWSs, they expressed slight concern over PWSs being classed as low sensitivity/ value. GD set out the reasons why PWSs are placed as low value relative to other water supplies on the basis of geographic (household) scale. GD further pointed out that given that there are measures in place to protect these receptors, no significant effects are predicted, and that therefore changing the value would not fundamentally alter the conclusions of the assessment. TW from Environment Agency still expressed that he was still slightly uncomfortable with a low classification for a drinking water supply but acknowledged that will not impact risk assessment for this project.

GD ran through other S42 comments such as the WSCC comment in relation to the missing information from the PEIR watercourse crossing schedule. GD noted that due to land access issues it would not be practical to cover every watercourse crossing, such as minor streams and ditches along the onshore cable corridor, and that there would be a commitment secured as part of the DCO to ensure that every crossing was visited by the Contractor prior to the start of construction onsite when complete land access becomes available. GD acknowledged that at ES the watercourse crossing schedule would be updated and refined with further details on the crossings as far as practicable. GD also noted that in the Water environment ES chapter a slight amendment would be made in the section on design assumptions regarding the number of trenches and circuits. AH from WSCC welcomed the responses/clarifications and reiterated that whilst she appreciated land access issues, WSCC would expect to see more detail in the crossing schedule at the ES for the application. GD responded that this would be considered in discussions with the engineering team.

## 7 **Ground Conditions**

BR provided an update since PEIR stage and the previous ETG meeting in March 2021 outlining that the aim is to discuss the key comments from S42 consultation.

BR outlined that finalisation of the minerals safeguarding baseline is ongoing and that additional data from the British Geological Survey (BGS) has been purchased.

A ground conditions site walkover survey was completed in October 2021, focussing on key areas highlighted in the desk study (e.g. landfills) and the onshore substation options. The information from the site walkover survey will be published in the final desk study report which will be appended to the ES.

BR outlined that, the assessment of ground conditions in the ES, will be based on the preliminary assessment provided in the PEIR.

*Summary of S42 consultation comments for discussion:* BR set out some of the S42 comments of further note.

Continued...

A S42 consultation comment from Arun District Council (ADC) outlined a request for a copy of the red line boundary and BR outlined this will be provided in GIS to allow ADC to identify contaminated land in their area. No contaminated land expected to be present based on the desk study carried out to-date. BR also noted environmental measures are in place to manage potential for land affected by contamination being encountered in accordance with Environment Agency guidance on Land Contamination and Risk Management (LCRM).

It was noted during the meeting that, with respect to South Downs National Park Authority (SDNPA) Section 42 consultation comments related to the Minerals Assessment, SDNPA refer to comments made by WSCC.

S42 consultation comments from the Environment Agency were discussed and BR outlined that all comments have been noted and are being worked through where appropriate. In relation to a S42 consultation comment from the Environment Agency relating to Historical Landfill, it was clarified that the proposal is for HDD under railway lines either side of the historic landfill (Old Mead Road Tip) and through the landfill itself there will be an open trench. Noted agreement during the meeting that the risks of the HDD and trenching risks are low and can be managed during construction. Further risk assessment and mitigation will be provided by the contractors at a later stage.

BR clarified that, in relation to the onshore cable corridor passing the authorised landfill at the Windmill Quarry, there will be no physical works on the boundary of the authorised landfill which was noted and agreed that this is the case during the meeting. BR queried on a S42 consultation comment around the potential to impact the landfill from a permitting perspective. BR questioned that, as the onshore cable corridor is at least 50m away from the authorised landfill on other side of the A283, why the Environment Agency considers a permit issue could arise. Environment Agency noted that there are management issues onsite and the key concern is that the pollution control measures at the landfill will not be impacted. However, noting the distance to the onshore cable corridor, the Environment Agency agreed a permitting issue would not arise.

S42 consultation comments from WSCC were discussed. In relation to comments on the minerals assessment. BR stated that with respect to building stone additional data has been purchased from the BGS and will be used to enhance the final assessment in the ES in relation to building stone which was already considered in the PEIR. BR confirmed that the impact of severance through soft sand resources is considered in PEIR and the ES text will be updated to make this clear. BR discussed the final WSCC comment in relation to the workings of Rock Common Quarry and current planning application that is being considered. BR stated that this has been noted and fed back to the design and transport team and will be considered in the ES.

S42 Consultation comments from Horsham District Council noted agreement and no specific comments.

### **Questions and Responses**

BR raised the response from the Environment Agency in relation to potential permitting issues with respect to works adjacent to the authorised landfill known as Windmill Quarry. BR noted agreement that that no physical works will take place within the boundary of the landfill and that the onshore cable corridor is at least 50m from the landfill boundary and therefore there are no perceived permitting issues. BR welcomed the Environment Agency's feedback as to what permitting issues they feel could arise.

Continued...

TW confirmed that if more than 50m away from Washington landfill boundary then no permitting needed. TW noted however that caution is needed as there have been issues with this landfill in the past therefore raising it at this stage this so that the project is aware.

AH asked when will the decision on construction compounds be communicated to consultees. FK responded that the design change process is ongoing and that the decision on temporary construction compounds will be communicated once these have been confirmed.

## 8 **Soils and agriculture**

LG provided an update since PEIR stage and the previous ETG meeting in March 2021 and confirmed in the ES, the baseline will be updated with information from the soil and Agricultural Land Classification (ALC) survey.

Summary of S42 consultation comments for discussion: LG set out some of the S42 comments of further note.

A S42 consultation comment from Natural England related to the potential for disturbance of soils during the construction works related to the onshore cable corridor – LG noted that this will be considered in the ES chapter and confirmed that the sensitivity regarding specific ALC grades has been noted for the onshore cable corridor.

With respect to Natural England S42 consultation comments – It was discussed during the meeting that an Outline Soil Management Plan will be produced and provided alongside the DCO Application in accordance with the Department for Environment, Food and Rural Affairs (DEFRA) CCCP Construction Code of Practice for the Sustainable Use of Soils on Construction Sites 2009. The Soil Management Plan will look to protect soils from potential damage. Potential land damage will also be included in the ES.

LG raised Natural England S42 consultation comment- The cumulative effects assessment (CEA) must be scoped out for assessment of agricultural land and soils. It was discussed that CEA was included within the PEIR in relation to the onshore substation and this will be updated in the ES.

Mid Sussex District Council S42 consultation comment stating no reason to revisit proposals and welcoming a comprehensive reinstatement plan was noted during the meeting.

LG discussed SDNPA S42 consultation comments during the meeting. It was confirmed that the SDNPA comments would be addressed through the implementation of the Outline Soil Management Plan.

Methodology for financial impacts on land is currently being formulated and the impact of soil heating will not be significant but will also be considered in the ES chapter.

## 9 **AOB**

No AOB raised.

JZ thanked the attendees and noted that a meeting note will be provided for comment in due course.

**Rampion 2**  
**Evidence Plan Process: Physical Processes (Water Quality), Benthic Ecology & Fish Ecology**  
**Expert Topic Group Meeting**

**Date:** 3/11/2021

**Location:** Videoconference via Microsoft Teams

**Attendees**

██████████ (RR)	Marine Management Organisation (MMO)	Case Officer
██████████ (SK)	MMO	Marine Planner
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist
██████████ (LSC)	Cefas	Fish Ecology Specialist
██████████ (MG)	Cefas	Fisheries Regulatory Advisor
██████████ (JE)	Cefas	Benthic Ecology Specialist
██████████ (CB)	Cefas	Senior Fisheries Advisor
██████████ (SWal)	Cefas	Coastal Process Specialist
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (AA)	Natural England	Fish Ecology Specialist
██████████ (MA)	Natural England	Marine Ecology Specialist
██████████ (YF)	Natural England	Offshore Wind Case Officer
██████████ (SB)	Environment Agency	Sustainable Places Planning Advisor
██████████ (DB)	Environment Agency	Technical Officer Fisheries
██████████ (TL)	Environment Agency	Flood & Coastal Risk Management Officer
██████████ (MD)	Environment Agency	Monitoring Officer
██████████ (SWar)	Sussex Wildlife Trust (SWT)	Living Seas Officer
██████████ (SA)	SWT	Sussex Kelp Lead
██████████ (CY)	ZSL Institute of Zoology	Sussex Kelp Research Chair
██████████ (EL)	Sussex Inshore Fisheries & Conservation Authority (IFCA)	Conservation and Research Manager
██████████ (DL)	ABPmer	Physical Processes Specialist
██████████ (TB)	APBmer	Physical Processes Specialist
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (DH)	GoBe Consultants Ltd	Water Quality Specialist
██████████ (SL)	GoBe Consultants Ltd	Fish Ecology Specialist
██████████ (GD)	Wood Plc	Hydrology Specialist
██████████ (EW)	RED	Consents Manager
██████████ (AD)	RED	Offshore Consents Manager
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager

**Apologies**

██████████	MMO	Case Manager
██████████	Cefas	Shellfish Advisor
██████████	Cefas	Fisheries Specialist
██████████	Natural England	Case Manager
██████████	The Wildlife Trust (TWT)	Marine Planning Officer
██████████	TWT	Senior Marine Planning Officer
██████████	East Sussex County Council	Head of Planning & Environment
██████████	RED	Consents and Stakeholder Manager
██████████	RED	Project Manager
██████████	RED	Engineering Manager

Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Updates on the Proposed Development and S42 Consultation Summary
3	Updates on offshore activities to date
4	Fish Ecology <ul style="list-style-type: none"> <li>• Discussion on comments received from S42 Consultation</li> </ul>
5	Noise Mitigation
6	Benthic Ecology <ul style="list-style-type: none"> <li>• Update on benthic surveys completed to date</li> <li>• Discussion on comments received from S42 Consultation</li> </ul>
7	Physical Processes <ul style="list-style-type: none"> <li>• Discussion on comments received from S42 Consultation</li> </ul>
8	Water Framework Directive (WFD) Assessment
9	Roadmap 2021-22
10	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	Introductions and general housekeeping. Participants made aware that the ETG meeting was being recorded. No objections noted.	
2	<ul style="list-style-type: none"> <li>• Overview of Agenda and summary project update.</li> <li>• Design refinement will incorporate the feedback from the S42 consultation. EW noted the optionality for onshore substation and cable route will be refined to produce a single Red Line Boundary (RLB) for the Environmental Statement (ES). There were several responses from landowners linked to design changes/refinements and micro-sitting and these are going through a design change process. Also, looking at opportunities to refine the offshore RLB.</li> <li>• EW presented the design change process. The decisions are made on each of the design refinements and what the implications of those changes are. A summary was presented of the S47 consultation key themes from the public consultation.</li> </ul>	
3	<ul style="list-style-type: none"> <li>• Offshore update and aim of this ETG - to provide an update on the design process, work that is still to be done and to clarify some of the S42 responses received. Further engagement will be undertaken once design information is confirmed, including refinement of the RLB.</li> <li>• NH presented some of the design considerations and noted refinement of the RLB will be based on the consultation responses.</li> <li>• No further offshore surveys planned. Noted that subtidal drop-down video (DDV) and grab sampling data were not fully available at Preliminary Environmental Information Report (PEIR), with additional desk-based modelling now completed, and will be presented in the ES.</li> </ul>	
4	<ul style="list-style-type: none"> <li>• KJ presented the S42 comments received for Fish and shellfish ecology. <i>All selected key stakeholder issues are provided in the presentation.</i></li> </ul> <p><u>Comments/questions:</u></p>	

Agenda Item	Notes	Actions
	<p>KJ – In regard to scoping out early (herring and sandeels), clarification is sought with Sussex IFCA if the issues were around the wording at PEIR and if this needs to be made clearer?</p> <p>EL – Relates to specific impacts, such as disturbance from underwater noise and recommend that these are scoped in for all spawning fish receptors specifically herring on increased deposition, underwater noise and habitat change and similarly the latter for sandeel. Just to clarify that and more information in what that relates to.</p> <p><i>Seabass inclusion in underwater noise</i></p> <p>TG – Seabass were the proxy species used for underwater noise assessment on black seabream. What is the context for the request, is it singling them out as an important commercial species? Some of the issues raised can be addressed with more clarity.</p> <p>EL – They jumped out as a species that was not included in the underwater noise assessment and they are of a high commercial importance.</p> <p>LSC – Seabass should be drawn into the assessment due to their sensitivity, particularly in relation to recruitment and juveniles in terms of the state of the stock. Fisheries management measures for the stock have been in place since 2015 to aid stock recovery as recruitment had been poor prior to this.</p> <p><i>iRecord account</i></p> <p>SWar – The best way to access this information is through the local biodiversity record centre as they hold county wide database.</p> <p>KJ – Will <b>check with the local biodiversity record centre</b> for seahorse data.</p> <p>TG – This statement on “not an area of particular importance to seahorse”, the meaning is different to what we intended. We were noting that the project waters were not more important than the adjacent offshore areas; acknowledge potential for presence across wide area as reflected in records of seahorse in these waters. We will update wording here to be clearer.</p> <p><i>Targeted meeting with RED, MMO, Cefas, Natural England and Sussex IFCA</i></p> <p>TG – We are working on potential mitigation measures, including underwater noise during construction. A targeted meeting would be useful to go through the process and the approach we will propose to implement. Also links into (helps resolve) some of the issues relating to baseline information, presence of receptors and impact significance and hopefully also in addressing issues relating to uncertainty and data gaps.</p> <p><i>Seahorse data records</i></p> <p>KJ – Do any stakeholders have access to seahorse data, we note from SWar that local biodiversity records centre should be contacted.</p> <p>SWar – We do have access to data, but you would need to go to the records centre.</p> <p>EP – Our comment was on seahorse presence in Rampion 1 surveys, which were a snapshot in time and therefore a limited survey, but their presence in such a snapshot survey suggest they are there in fairly high frequencies.</p> <p>TG – Agreed. We will consider the records and breeding in the Summer within the designated sites and relate that to densities/abundances when offshore, as there will likely be a link in the numbers recorded. We will draw through for the impacts we are considering seahorse against.</p>	<p>KJ (7/12/21)</p>

Agenda Item	Notes	Actions
	<p>EP – Need to be clear that number of existing records are limited, as they are often the result of sightings, rather than focused surveys. Therefore, there could be unrecording, which needs to be taken into account when extrapolating out the numbers to offshore.</p> <p><i>Black bream nests – final comment from Natural England</i></p> <p>EP – The broadscale BGS data was insufficient, and the geophysical surveys included out of season data. We wondering if the previously discussed mapping of suitable habitat in the cable corridor will be completed for the ES?</p> <p>TG – We did discuss potentially using some of the geophysical data to look at the subsurface geology. However, the horizons were measured at 2m boundaries and therefore not practical to inform 0.5m/1m surficial cover over hard substratum. We respected discussion we had regarding dealing with gaps in the data and uncertainty and recognise that the aggregates data does not provide comprehensive coverage of the development area and therefore is not definitive in demonstrating all specific areas of nesting; the information provided was based on data available and the aggregates data is useful in informing trends in terms of nesting activity.</p> <p>EP – Concern with spatially limited aggregates data as you will not have data to present understanding of nesting in the corridor, apart from the limited spatial boxes.</p> <p>TG – We are aware it is not comprehensive, but our geophysical surveys did positively identify areas where there has been nesting and from the aggregates data there is ongoing year to year nesting activity shown. We do need to agree a way of dealing with the remaining areas where we do not have multiyear data. We will take a precautionary approach to the assessment on impacts to nesting areas and the worst-case impacts. Natural England did recommend that more empirical data (3 years) is captured to inform the assessment, however that will not be possible within the application timeframe. A targeted meeting will allow further discussions on other issues and importantly the developing mitigation measures, which we hope we can agree will provide more certainty in terms of the potential for impact and therefore enable agreement on an acceptable baseline being set for the application.</p> <p>EP – Not in a position to agree based on the information that was presented to us.</p> <p>AA – We had in mind a proxy habitat. If we have a general idea of what the seabed looks like from the geophysical surveys, that will help us approximate across the cable corridor and would give us more understanding. Would that be possible?</p> <p>TG – We were not able to integrate all of the biological surveys with geophysical surveys before PEIR but will develop better maps of the seabed for ES. Again, a targeted meeting would be useful to discuss and address data gaps and uncertainties.</p>	
5	<ul style="list-style-type: none"> <li>• TM presented potential Noise Mitigation. These include either reduction of noise directly at source by using alternative or quieter hammers than standard hydraulic ram, and the reduction of noise further afield using e.g. bubble curtains.</li> <li>• The two alternative hammers we are looking are the PLUSE hammer and the Menck’s MNRU. The SNH guidance report by SMRU and the Bellmann <i>et al.</i>, 2020, both have data for noise reduction, and we will use the lower of the potential noise reductions shown on the slide as a conservative estimate for the modelling.</li> <li>• Possible secondary mitigation, could include bubble curtains and double bubble curtains, being conservative with the reductions we apply. There is also the Hydro Sound Damer by Menck which is slightly less effective than the bubble</li> </ul>	



Agenda Item	Notes	Actions
	<p>curtain. For reference, it is considered 3dB reduction to be a halving of sound pressure. Any impact ranges based on these attenuations do therefore drop dramatically.</p> <p><u>Comments/questions:</u></p> <p>TM – Fleeing speeds of fish are variable and they may not flee at all. The stationary modelling does represent the worst-case scenario (WCS) with a fleeing model provided for context. The fastest speed would be at the beginning of piling. As they move further away from the source the noise level will reduce.</p> <p>AA –The fleeing of fish is not necessarily directional, especially if injury occurs or auditory stunning.</p> <p>TM – The likely response of any mobile species being exposed to high noise levels would be to move to shelter if they are able or move away from the highest noise levels. The highest noise level we expect to find in the water column, which is what is modelled.</p> <p><i>Mitigation measures</i></p> <p>AA – Have these been utilised in UK? We would like a better understanding of the efficacy, how that has been measured and under what circumstances? Are they real-life, widely applied in Europe? As this is not just injury but behavioural thresholds, an understanding of how the noise attenuations is affected by bubble curtains, is the reduction of spatial extent to the behavioural threshold by a couple of kilometres or is it a couple of metres?</p> <p>TM – The noise attenuations have been looked at in the most detail in Northern Europe. We have data of bubble curtains at various depths, and bubble curtains become less effective in much deeper water, which must be taken into account and the attenuations we can apply in the modelling will account for the potential of bubble curtains going into deepest water. The waters of Northern Europe are much more uniformed than in the Project area. The most important position in term of the installation of it and attenuation that provides it is where it is close to the site, and any variations such as depths, will be close to the pile and can be taken into account. The reduction in spatial extent as a result of the mitigation techniques available is a large order of magnitude.</p> <p>END</p> <p>RF – May wish to look at power cushions as they are noted to have a dramatic reduction in sound levels. Something to consider alongside bubble curtains.</p> <p>TM – They not only reduce the noise significantly but also the amount of power that can be transferred and therefore have an impact on the piling. Will need to look at this with an engineer.</p> <p>TG – The range of noise abatement and mitigation techniques are being discussed as options must be deliverable and practical. We would like to evaluate options and apply those within the assessment framework and set out as commitments/measures to be conditioned. It is proposed that we would define a required mitigation reduction that would need to be delivered by a suitable noise abatement technique (or combination thereof) but have a consent condition that allows selection of the actual methods closer to (but pre-) construction to ensure we benefit from the appropriate technology available at that time.</p>	

Agenda Item	Notes	Actions
	<p>AA – Appreciate the need for best available technology, we will require due to the risks involved on the protected features, a large degree of certainty. What is proposed, can it be delivered and go into details and conditions.</p> <p>TG – This is one of the reasons why we are having detailed discussions with the engineering team, to make sure the results can be achieved. We may need to think about extents and noise levels as a measure of the mitigation.</p> <p>AA – We would need evidence that it is a realistic extent and the degree of mitigation. If the detail is left to post-consent, we run into problems in regard to its deliverability.</p> <p>TG – Any condition of that sort would require us to discuss and agree post-consent, but importantly before construction.</p> <p>END</p> <p>AA – Does tidal stream have an effect?</p> <p>TM – Yes, it is similar to when depth gets too great, and the efficacy of the bubble curtain reduces. Engineers will calculate this pressure to get the maximum effect.</p>	
6	<ul style="list-style-type: none"> <li>• KJ noted the subtidal survey was completed at the end of February 2021. The predictive habitat model used at PEIR will include the remaining subtidal data for ES.</li> <li>• KJ presented the main S42 comments received for Benthic ecology. <i>All selected key stakeholder issues are provided in the presentation.</i></li> </ul> <p><u>Comments/questions:</u></p> <p>CY – Will you be re-running the predictive habitat model incorporating the data or are you using the new data to evaluate those models?</p> <p>NH – The data has been added and the model re-run. Similar report and figures produced at PEIR will inform the ES.</p> <p><i>Sussex Kelp Restoration Project</i></p> <p>CY – There is a significant time lag between when these initial benthic surveys were conducted and the start of the byelaw. The benthic habitat will be changing, important to recognise that.</p> <p>SL – Do you see this being fulfilled by the consideration of the ‘future baseline’ section? This is where we can note the possible change from the byelaw as you suggest and account the potential positive effect from the introduction of the byelaw.</p> <p>CY – We will be conducting regular surveys, happy to feed information back to you? The inclusion of the byelaw in the ‘future baseline’ would be useful. Difficult to provide feedback until we have viewed this section.</p> <p>END</p> <p>SWar – In regard to the ‘Future Baseline’ section, how dynamic can it be? Changes to the seabed made during construction can be perceived as a future baseline, any areas of the cabling route that may have boulder protection, that maybe suitable kelp habitat could change the baseline again. Can this be taken into consideration?</p> <p>SL – There is the section of the chapter which assess impacts to the project alone and in the baseline section there is a description of the baseline in the absence of the project. Future baseline would be slightly different from the post-project installation baseline.</p> <p><i>Suspended sediment plumes</i></p>	

Agenda Item	Notes	Actions
	<p>EP – The floatation pit monitoring, consulted on with the MMO and we will provide comments on that through that consultation.</p> <p>TG – Useful for us to discuss the recovery documentation and how you see that in terms of acceptability and rigor.</p> <p>EP – Determine with the MMO, as our response will be to them. The MMO are awaiting on further information alongside the report from RED?</p> <p>EW – It has been sent, via USB, so should be with the MMO soon.</p> <p>RR – Once we have comments, we will be responding to Rampion 1.</p> <p>EP – Regarding not sharing the full dataset available, we highlight that is RED’s risk.</p> <p>NH – It is evident that we need a targeted meeting on the baseline characterisation for black seabream. We can incorporate that report in the follow-up meeting.</p> <p>EP – On the floatation pits, understand that is the WCS. What other options are you looking at to avoid floatation pits? Can you share any information on options with us?</p> <p>TG – There are ongoing discussions with engineering to evaluate the options. The options assessed will be set out as a consideration of alternatives.</p> <p>END</p> <p>JE –We welcome seeing that updated seabed report for the ES, similar to Natural England we would highlight there is a risk that there may be further items expected for the seabed report.</p> <p>END</p> <p>CY – The predictive model for the biological habitat in terms of the evaluation statics provided is not good. Any feedback on it? Understand you will be re-evaluating that with additional data, are there any plans to distinguish the kelp in the models?</p> <p>TG –We now have more data to input; the discrimination should be better in the ES. We will augment the predictive map with the survey data to produce a refined map.</p> <p>NH – Details on how the model will be updated will be outlaid in a standalone report. The level of detail on biotopes was taken as a precautionary measure, with high level littoral and sublittoral mixed kelp habitat identified in the cable corridor area.</p> <p>END</p> <p>MA – The ability to detect any potential impact of the development over its operational lifetime versus natural change. For Rampion 1, although there were significant changes, they were largely put down as natural change. Concerned that is not repeated and those changes are picked up.</p> <p>SL – Are you suggesting it should be included as a monitoring proposal once consented? Would you like a greater level of scrutiny put on that to ensure it has a greater power to detect change?</p> <p>MA – Concerned natural change is not fully understood and therefore if you have impacts from the development, you cannot put it down as a potential impact, as the natural change is not understood.</p> <p>SL – At this stage we would not apply the same scrutiny to a characterisation for the purpose of the EIA. However, should be applied when the project is consented, and any monitoring proposal conditioned for it.</p> <p>TG –Once we have established what the potential changes may be both short and long term, that will inform the monitoring strategy in the post-construction phase. This</p>	

Agenda Item	Notes	Actions
	<p>would be understood prior to a pre-construction survey being detailed and agreed with stakeholders.</p>	
7	<ul style="list-style-type: none"> <li>• DL noted Cefas representative not available (SWal – provided comment following ETG) and presented an overview of the presentation and a summary of the comments received at S42.</li> <li>• DL presented the S42 comments received for Physical processes. <i>All selected key stakeholder issues are provided in the presentation.</i></li> </ul> <p><u>Comments/questions:</u></p> <p><i>Suspended sediment plumes</i></p> <p>DL – In regard to spreadsheet modelling approach, some groups felt it was difficult to visualise or interpret. We want to clarify that Natural England do agree with underlying confidence in the spreadsheet modelling approach.</p> <p>YF – The schematic representation of the deposition thickness of the sediment and the spatial extent of the plume, as we need to understand the WCS. If you could present this schematic, including any designated sites/sensitive receptors that would be useful.</p> <p>DL – We would propose present something similar to this example (see suspended sediment plume slide). We could have numbers of maximum concentration/deposition thickness against these buffers, providing a conservative visual footprint. The blue dotted line buffer typically relates to sands and gravels, which tend to settle back down quickly, the blue line would be the spring tidal excursion distance, which is the indicative maximum distance. Do you agree with that approach?</p> <p>YF – Are you considering plume extent from the array and export cable route? Would we able to see the designated sites?</p> <p>DL – Yes, the buffers would be continuous along the whole cable route and array area. There are no assumption of where certain activities might be. Are you comfortable with the modelling approach? Do you have any comments on that?</p> <p>YF – Useful to see the output from the spreadsheet modelling, so we have the data and schematic of the plume distribution. Could you perhaps tabulate the data, in combination with the schematic?</p> <p>DL – A lot of that detail is provided in the technical report, which is an appendix to the ES. Do you want that replicated?</p> <p>YF – If it is in there as an appendix, with the tabulated spreadsheet output as well, we can view both and the data used to produce the schematics.</p> <p><i>Impacts on sandbanks</i></p> <p>DL – The buffers will be drawn around the RLB, as it is the maximum distance of dispersal and allows for foundations and the cable to be placed anywhere within the RLB. Is that what you had in mind?</p> <p>YF – Need to take that away and process that. The RLB will not show the extent of the plume and impact on designated sites?</p> <p>DL – The narrow buffers describe the sands and gravels. The finer sediment is the orange buffer on the figure (see impacts on sandbanks slide), which is the tidal excursion buffer and will include the maximum extent.</p> <p>YF – For the plume spatial extent, you would need to look outside the RLB, as you need to see the WCS and how it relates to the designated sites/sensitive receptors nearby. The RLB does not encompass those sensitive features?</p>	

Agenda Item	Notes	Actions
	<p>DL – Anything disturbing sediment will happen within the RLB. The maximum distance a plume caused within the RLB can travel is described by the orange buffer, which will represent the footprint and we will include any receptors that fall within that area.</p> <p>YF – The spreadsheet-based model and the outputs will produce a schematic of the plume extent from the RLB. The orange boundary is the anticipated maximum zone of influence?</p> <p>DL – Yes, the orange boundary is the maximum distance but there may be closer boundaries which apply to sand and gravels.</p> <p>MD – The orange boundary is the maximum distance in one tide. As activities may take multiple tides to complete. Are you saying that is the maximum plume extent?</p> <p>DL – The plume direction and speed will depend on flood/ebb tide. What the orange line described is the maximum distance that plume could be carried, but net drift is not anticipated.</p> <p>MD –In regard to contaminants, when you are dealing with annual average quantities, the duration of the plume is important.</p> <p>DL – If there is a fixed amount of sediment released, the bigger the plume the lower the concentration. Therefore, we can make calculations in our spreadsheet models. Understand for contaminants it may need to disperse a lot.</p> <p>MD – Depends on size of plume. If you have instantaneous load, which can be worked out as spread across the entire waterbody to work out the rough theoretical uplift.</p> <p>DL – Yes, you will find those numbers in the various reports. Once it has gone more than a tide or two it is dispersed to negligible concentrations in comparison to natural range of variation.</p> <p>END</p> <p>YF – We want the WCS, the maximum sediment plume concentration, the extent, spatially, the persistent of it in terms of duration and any associated bed level change.</p> <p>DL – Spreadsheet modelling presents a range of possible outcomes, bounded by location of activity and nature of the sediment and a representative current speed. It also aids in supporting other aspects by determining the impacts on the key receptors.</p> <p>YF – We may need to cross check. Will you look at WCS at different sediment types, different fractions?</p> <p>DL – We can certainly make WCS choices in that respect.</p> <p>NH – This was a key comment across several aspects, and we will discuss this in our targeted meetings. Once we have design information, we will produce this for the ES and share with Natural England in January, along with more detailed plans.</p> <p>END</p> <p>DL – Based on the response provided (see Impacts on sandbanks slide), is this figure reasonable?</p> <p>YF – Need to understand the sandbank systems in/adjacent to the study area and how it will be altered by construction and presence of the offshore wind farm (OWF). Will removal of any sandwaves have an impact on the sandbank system too? Change based on historical information available. No change, no impact. Difficult to quantitatively demonstrate that from the bottom up other than to say there is no change there.</p>	

Agenda Item	Notes	Actions
	<p>DL – Our conclusion is that the OWF is not changing the controlling processes and this is sufficient evidence that there should therefore be no impact on those sandbank systems.</p> <p>YF – Need the morphological information, to understand how these sandbanks are evolving and from that draw the conclusion of no impact. Need to see the best information available on the sandbank. Or monitor sandbank systems prior to the construction of Rampion 2 and afterwards further understanding.</p> <p>DL – We will look again at our assessment and give the most robust assessment of likelihood of impact on those sandbank systems.</p> <p>YF – Ties in with sandwave clearance, there is information available on bathymetrics of how the sandbanks are migrating through the study area. The sandbanks and sandwaves are significant bedforms and we need to understand how they may change through construction of Rampion 2.</p> <p><i>Future coastline variability</i></p> <p>DL – It is difficult for us to make any future assessments of various design options and how climate change may affect the coastline, as it is all closely interlinked. Relatively small scale planned landfall, in comparison to the wider coastline.</p> <p>EP – Concern around the undefended areas, given what is stated in the Shoreline Management Plan (SMP) that needs to be considered.<sup>1</sup></p> <p>DL – We will have to continue with our assessment on what we think the impacts of the planned landfall works will be. We do not differ greatly between the coastal defence section and the natural coastline; it is an overall assessment of how likely it will affect the coastline. Can we agree that the response of the coastline is going to depend greatly on future decisions about coastal management and defence? Which is not possible for this project to predict or take account of at this stage.</p> <p>EP –The evolution of the coastline could differ depending on the coastal management applied here. This is important in relation to ensuring the infrastructure put in place is resilient and able to work with potential roll back of the coast in an undefended scenario.</p> <p><i>Temporary floatation pits</i></p> <p>EP –We were wondering about a lesson learned document and when we might see that? We had concerns around the way it was implemented last time, and this document is yet to be supplied.</p> <p>NH – We are currently looking at options around floatation pits and other construction related S42 comments, it will likely be early next year at the targeted consultation.</p> <p><i>Other comments</i></p> <p>DL – We do appreciate that some chalk arisings may occur. Any concerns around chalk and these plume assessments? Is it to do with the distance of travel before it settles?</p> <p>MD – It may be relevant for long distance travel for assessment within WFD Bathing waters, regarding water clarity and quality. Assessing whether that is likely to impact bathing beaches need to be covered.</p>	

<sup>1</sup> Refer to SMP policy for this area. Consideration needs to be made in light of this. Also see <https://se-coastalgroup.org.uk/shoreline-management-plans/beachy-head-to-selsey-bill/>

Agenda Item	Notes	Actions
	<p>DL – That is covered, and we will continue with the assessments we have. Appreciate the difference, it mainly a sediment dynamic type question, differences and densities and settling behaviour.</p> <p>RR – I will speak to our specialist separately and provide a response by email.</p> <p>END</p> <p>DL – Concern raised on using sections of Hornsea Three assessment. We have considered all paragraphs and made sure they are project-specific or appropriate for use at Rampion 2. Any aspect of that that was not site-specific? Or is it a general comment about similarity between two projects?</p> <p>YF – There were a couple of references to other findings or OWFs which were specific to Hornsea Three. It needs to be directly relevant to Rampion 2, as Hornsea Three is in quite a different environment.</p>	
8	<ul style="list-style-type: none"> <li>• DH presented the WFD Assessment approach for marine aspects within the ES. DH noted that in addition to some of the response presented there were a few which related to onshore elements, such as water course crossings, which will be covered in the onshore ETGs.</li> <li>• DH presented the key S42 comments received for WFD. <i>All key stakeholder responses are provided in the presentation.</i></li> <li>• We would welcome a follow up call with MD and others to discuss the waterbody classifications. DH stated that the ‘fail worse’ scenario would potentially include any development or operations in transitional waterbodies.</li> <li>• Presented initial information of the grab survey, including the Particle Size Analysis data. Focused on the export cable corridor, with samples 11 and 12 showing elevated muds, but across the board it is predominately sand gravel material. DH noted the contaminant concentrations are very low. Seven samples to produce an overarching baseline quality across the area. An additional eight locations sampled, but the sediment quality prevented recovery of a sample. Regarding metals in the cable corridor, there was one sample which marginally exceeded the Arsenic Action Level One, everything else was below that threshold. The pH was consistently low, predominately below limits of detections and concentrations. Total Hydrocarbon Content was also very low.</li> </ul> <p><u>Comments/questions:</u></p> <p>DH – The Environment Agency are open to a pragmatic approach to be able to demonstrate the scale of these potential uplifts. Impacts to chemical status are small or localised or short duration it would not cause these longer-term effects. We would benefit from another discussion.</p> <p>MD – We are taking ‘fail worse’ as a 3% uplift on the annual average, drawn from Environment Agency discharging rules and apply to activities which require a Marine Licence. Happy to have continuous dialogue to get the project WFD compliant.</p> <p>END</p> <p>MD – The point 51 on Arsenic. Looks like a hotspot compared to the rest, any reason for that?</p> <p>DH – Not sure why in that location. It is 59.2, so it is in the middle between Action Level One and Two.</p> <p>MD – Not a great deal to worry about. The Nab Tower dump site is not too far away, which dumps thousands of tonnes of sand on an annual basis, so a sediment supply that is bigger than your cable corridor.</p>	

Agenda Item	Notes	Actions
	<p>END</p> <p>MD – Bathing beaches to the east. On Rampion 1, various conditions for bathing beach. May have to use similar conditions for Rampion 2, so when certain activities happen which might be perceived as riskier, we are at least aware. Therefore, if we do get with our standard bathing beach sampling high results, we can make the link.</p> <p>DH – WFD try to capture from a range of receptors, but also other legislation, nature conservation, designated sites, bathing waters, shellfish waters, nutrients etc.</p>	
9	<ul style="list-style-type: none"> <li>EW presented the Roadmap for 2021/22. We have had large amount of feedback from S42 consultation, which needs to be incorporated into design and concerns raised around sufficient time to include comments. We anticipate further targeted stakeholder engagement, following a design freeze end of this month, which will realistically mean meetings in early 2022.</li> </ul>	
10	<p>We will be looking to schedule targeted meetings shortly, so please look out for these.</p> <p><i>No other matters raised. End of meeting.</i></p>	





- The Formal Consultation period ran between 14<sup>th</sup> July and 16<sup>th</sup> September 2021, with both Section 42 (S42) and Section 47 (S47) consultations happening in parallel;
- DCO Application Boundary currently under review to likely be refined down from the Preliminary Environmental Information Report (PEIR) Assessment Boundary;
- Phase 3 Expert Topic Group (ETG) Stakeholder engagement as well as wider Project Liaison Group engagement to be carried out in November 2021;
- Onshore surveys ongoing to inform Environmental Statement (ES);
- Offshore surveys complete as of February 2021 – PEIR did not include all in-situ survey data, but this will be incorporated for ES; and
- The Environmental Statement (ES) is currently being drafted, with indicative DCO Application Boundary changes to be communicated and consulted with ETGs prior to publication Spring 2022 (DCO Application Q2/3 2022)

EW then provided an update on the Proposed Development, outlining that:

- There will be further design refinement from the PEIR to refine the onshore cable corridor, taking into account environmental designations and sensitivities, as well as technical constraints, to identify the least-impact feasible route to define the final routeing in the ES assessment.
- Feedback raised during the S42 Consultation will inform onshore cable corridor refinement and onshore substation location.
- At the PEIR stage, there were two areas of search for the onshore substation consulted on along with limited optionality along the cable corridor, particularly in constrained areas.
- There are ongoing discussions with landowners to agree routeing, access points and temporary construction compounds.
- Solutions to minimise disruption at crossings and particularly sensitive locations are being engineered.
- Offshore boundary refinements are underway taking into consideration S42 consultation responses, particularly in the eastern extent of the offshore part of the PEIR Assessment Boundary.

EW explained the ongoing Design Change process:

- Step 1 – Initiation. Route and design change proposals can be initiated in response to requests by landowners, other external stakeholders or by new inputs based on survey data and engineering investigations.
- Step 2 – Evaluation. The steps are the same regardless of the origination. First a feasibility BRAG (Black, Red, Amber and Green) evaluation is performed. If the change is technically feasible then a consenting risk evaluation, a cost evaluation and a landowner impact evaluation will be performed. Finally, a decision will be made and an assessment and log of implications will document the decision.

- Step 3 – Decision in principle for each change. Either no change will be taken forward or different refinements can emerge such as:
  - Changes to the onshore cable corridor within the PEIR Assessment Boundary;
  - Method changes (such as changing open cut trenching to HDD);
  - Mitigation measure changes; or
  - Changes outside of the PEIR Assessment Boundary.
- Step 4 – Decision sense check. As a final check once all the change decisions are made in principle an overall financial viability assessment will be undertaken, considering the cumulative effects of all design change requests.
- Step 5 – Communication of decision. The outcome will be communicated to the initiators of the design change requests, directly affected parties and the Planning Inspectorate (PINS).

EW shared the updated roadmap of the project with the group, noting that key programme dates have moved in response to S42 Consultation feedback.

## 2 **Roadmap 2021**

EW noted that due to S42 feedback on programme and adequate time for design updates and consultation, key project programme dates have been amended as follows:

- Design Refinement – End of November 2021
- Targeted S42 Stakeholder Engagement – December 2021- January 2022
- Design Freeze – February 2022
- DCO Application – Q2/3 2022
- Further ETG Meetings Pre-Application- End Q1 2022.

## 3 **Onshore Update – Proposed Development and activities undertaken to date**

JZ provided a summary of progress to date. ETGs were last held in March 2021, further interaction with stakeholders ongoing, with some discussions with SDNPA and WSCC to discuss post-S42 comments having already taken place.

Since March 2021, the onshore survey programme has come online as COVID-19 pandemic restrictions have continued to ease and more land access has become available. This has allowed good progress on the survey campaign with surveys completed to-date and ongoing including Landscape and Visual Impact Assessment (LVIA) viewpoint photography, historic environment geophysical surveys mobilised and ongoing as well as walkover surveys, terrestrial ecology surveys, arboricultural surveys and ground conditions/water walkover surveys. Further LVIA surveys, agricultural land classification surveys, noise and vibration surveys, targeted traffic counts and additional terrestrial ecology surveys (where required) are still to be completed.

The environment team has been supporting the ongoing design refinement in terms of the onshore cable corridor, optionality that remained at PEIR stage and any potential identified design changes following the design change process. Coupled with that responses from S42 consultation are being reviewed and fed back into the design process. Work has commenced on the drafting of the ES with the indicative DCO Application Assessment boundary changes ready to be communicated and consulted with ETGs prior to publication.

#### 4 **Transport**

GP provided an update on progress made since PEIR stage, noting that S42 consultation comments have been reviewed and an initial meeting to discuss feedback received was held with West Sussex County Council (WSCC) on 14 October 2021. A meeting with National Highways is still to be arranged.

**GP to organise S42 feedback meeting with National Highways.**

An agreement was reached with WSCC (meeting held on 14 October 2021) that all traffic count data older than 2018 will be re-surveyed. GP also highlighted that traffic counts undertaken during the COVID-19 pandemic would be re-done as the results would not be indicative of future post-pandemic traffic numbers.

GP added that drafting of the ES chapter has begun and that Transport has had input into the evolving project design, taking account of S42 consultation feedback.

GP then noted the key S42 consultation comments for discussion:

##### ***Traffic Surveys:***

- Agreement reached with WSCC that all traffic count data older than 2018 will be re-surveyed (meeting held on 14 October 2021).
- National Highways S42 consultation comment – new data from September 2021 will be accepted (permanent traffic count locations).

##### ***Traffic Generation:***

- WSCC agreement (meeting held on 14 October) that a detailed Traffic Generation Technical Note will be provided at DCO Application to address S42 consultation comments – to include intra-site trips, broken down to hourly flows across day and also across entire construction programme. WSCC requested more information about roads across the daily profile of a peak week rather than a single peak week discussed at PEIR stage.
- National Highways S42 consultation comments – in addition to above, requested hourly flows to allow morning and evening peaks to be considered. It is proposed to address this in the Traffic Generation Technical Note.

**GP to organise a joint meeting with National Highways & WSCC to agree how to present the Traffic Generation Technical Note.**

##### ***Crew support vessels:***

- National Highways – more detail is required on onshore traffic generation.

##### ***A27 Arundel Bypass:***

- National Highways – need to consider any design and construction implications on the A27 Arundel Bypass scheme. GP highlighted that this would be necessary to present at DCO Application.

### **Outline Travel Plan:**

- National Highways – an Outline Travel Plan is required and there is a need to encourage sustainable transport during the construction phase.

### **Accesses and Visibility:**

- WSCC – concerns regarding the number of temporary construction accesses proposed, including the cluster of access points proposed in the Crossbush area.
- Further consideration is required of visibility splays at access points which need to be based on speed surveys.
- Poor forward visibility at TCC2 (Climping). Further consideration of this temporary construction access point is required. Consideration also needs to be given to the increase in heavy goods vehicle (HGV) traffic at the A24/the Hollow junction.
- A Stage 1 Road Safety Audit will be required for some of the more substantial accesses, and those onto high-speed roads.
- Clarity is required on operational access points.

### **Outline Construction Traffic Management Plan (CTMP):**

- The Outline CTMP is to be updated to reflect any design changes, traffic routing and any other construction traffic matters.
- Highway inspection area should be extended to include the length of the access road to the nearest proposed access.

GP highlighted that Public Rights of Way (PRoW) are also an important consideration and that meetings with WSCC will be required to agree an approach going forward.

VC thanked GP for considering PRoW and proposed a joint meeting with SDNPA and WSCC to discuss how to manage PRoW. GP agreed this would be a useful meeting and proposed it take place in November or December 2021. AP and AH confirmed that SDNPA and WSCC wish to be involved alongside National Highways for the PRoW. GP emphasised that SDNPA comments have been noted, and that although access points are unlikely to change much, ongoing discussions will be arranged to discuss this matter.

GP noted that there has been discussion and will be more communication with WSCC and possible meetings onsite to talk about any transport issues before final construction commences.

GP added that comments about lessons learned from Rampion 1 will be addressed, and that as optionality is reduced post-PEIR stage the Transport team will be in a better position to implement the lessons learned.

GP noted that at PEIR stage, peak traffic flows were presented over a 24-hour period and going forward will be broken down by hour to address key comments from National Highways. These data will be set out in a Traffic Generation Technical Note. National Highways set out a need for breakdown of trips. This information was

**GP to arrange meeting with SDNP & WSCC to discuss PRoW.**

**GP to arrange further discussions with SDNPA about access points.**

**GP to arrange a meeting with WSCC and an on-site visit (if needed) to discuss traffic issues before final construction.**

presented in the different assessments at PEIR stage however will be made clearer in the ES.

In response to a comment from SDNPA, GP clarified that although the Transport PEIR chapter showed three crossings of the A27 in the Crossbush area, this was to retain optionality and only a single crossing will be required.

At S42 Consultation WSCC had requested a Transport Assessment be provided in the ES. GP noted that after a meeting with WSCC on 14 October 2021, it had been agreed that a full Transport Assessment is not needed as the Traffic Generation Technical Note will contain the relevant information, and WSCC did not believe a full junction assessment was required.

GP noted that East Sussex County Council (ESCC) had provided information regarding the completion of the second phase of the Newhaven Port Access Road and confirmed this would be taken into consideration in the ES.

SDNPA and National Highways have requested an Outline Travel Plan. GP confirmed that an Outline Travel Plan will be produced and that meetings with both parties will be arranged to discuss the scope of the document.

GP noted that discussions are ongoing with WSCC regarding locations where adequate visibility splays may not be feasible.

GP reiterated that cumulative effects with the A27 Arundel Bypass will be considered in the ES chapter and will form a key part of future meetings with National Highways.

**GP to arrange meeting with SDNP & National Highways to discuss Outline Travel Plan.**

## 5 **Noise and vibration**

ME provided an update on progress since PEIR stage. The noise monitoring plan has been extended from the original plan with reference to stakeholder comments and assessment results. Measurements at the temporary construction compounds and most of the horizontal directional drill (HDD) sites will now be included in the ES chapter.

Noise modelling is currently underway for the onshore substation sites to support design evolution and provide further input to the removal of optionality. ES chapter drafting has commenced and S42 consultation comments are being reviewed.

ME presented key S42 consultation comments for discussion. Arun District Council (ADC) and Mid Sussex District Council (MSDC) raised concerns about construction disturbance which are not covered by the assessment process, whether that is temporary disturbance, road traffic on quiet roads, high noise levels, night-time activities, baseline road traffic or potential piling. Further descriptions can be presented in the assessment, but the key is providing assurance via commitments to detailed assessment and Section 61s, where required, once a detailed schedule of works is obtained. ME highlighted the need for more detail on embedded measures that would help cover these eventualities.

MSDC raised that the specified SOAEL (Significant Observed Adverse Effect Level) external noise level for night-time noise from construction given in Table 22-16 of the PEIR chapter is listed as 55dB LAeq 1hr. Even allowing for the full 15 decibel (dB) attenuation for a partially open window, this would equate to 40dB Leq inside a bedroom; 10dB above the World Health Organisation (WHO) derived figure usually used. Therefore, more detail is required regarding this level and how it can be

mitigated and circumstances when this would be permitted. ME noted that the WHO guidance is intended for a long-term noise level and that the 55dB level for temporary noise has been used in other DCO applications such as High Speed 2 (HS2). ME welcomed further discussion on this matter in the future.

**ME to facilitate further discussion with respect to SOAEL**

Further consultation will be undertaken relating to noise monitoring and receptors issues raised through S42 consultation comments, including mapping of receptors near HDD sites and temporary construction compound locations. Noise monitoring was not planned around the temporary construction access routes due to the effects being limited and temporary.

MSDC and WSCC raised interests in the consideration of the existing substation noise. ME agreed that further consultation would be required, particularly regarding low-frequency noise. Currently, the existing substation noise is included in the baseline, and this will remain the case. It will be embedded in the assessment and the context.

**ME to organise further consultation with SDNP regarding tranquillity mapping when assessing noise.**

VC asked how the National Park tranquillity was taken into account when assessing noise, noting that this was also a landscape issue. ME noted that some information was provided at PEIR stage and agreed the need for future consultation with SDNPA and the LVIA team on this issue.

ME noted the need for more clarity regarding a perceived typo in Paragraph 22.8.5 of the PEIR noise chapter, noting that the approach is consistent with other DCOs.

ADC requested current noise levels on relevant roads be included. ME confirmed that this would be provided in the ES chapter.

ME noted concerns about piling noise after receptors noted disturbance during Rampion 1 and agreed that this would be considered in the ES chapter.

ME noted that National Highways had requested that Noise Important Areas along the A27 be assessed and agreed to add these to the Noise Assessment in the ES chapter.

Horsham District Council (HDC) requested noise monitoring locations to sensitive receptors and environmental measures be embedded. ME confirmed that consultation with HDC will be undertaken and embedded environmental measures will be reviewed in the ES chapter.

**ME to arrange consultation with HDC regarding noise survey.**

ME noted concerns raised by MSDC about the effects of COVID-19 pandemic lockdown(s) meaning that baseline noise would be lower than usual and that this should be taken into account going forward. ME agreed that traffic numbers would be re-evaluated during the noise survey to check any remaining COVID-19 pandemic lockdown effects.

MSDC raised an issue with the Rampion 1 project where construction work often took place outside of the permitted hours. ME noted a need for the Outline Code of Construction Practice (COCP) and Outline CTMP to be robust enough to ensure residents are protected when more construction design details are available. ME also accepted the need to review MSDC's standard construction hours.

WSCC requested that PRoWs be considered as receptors for the onshore substation. ME confirmed that they would be added as receptors in the ES chapter, but that residences would be considered a higher priority when considering buffer zones and layout.

Regarding onshore substation baseline and the idea of construction missing some of the assessment due to the temporary nature will be reviewed (e.g., the construction schedules and the construction aspects). Not focussing on a particular aspect, as proper consideration to longer effects will be given if things are happening to a single receptor.

AH asked how the upgrade works at the National Grid Bolney substation have been factored into the noise assessments and cumulative receptor effects. ME responded that this will be covered in the cumulative assessment. The noise team are currently reviewing the approach as the substation is currently included in the baseline, but if the substation was upgraded this will need to be considered in further depth. ME will contact AH to discuss how this will be fed into the assessment.

**ME to arrange discussions with AH regarding Bolney substation upgrade works.**

## 6 **Socio-economics**

NE provided an update from S42 consultation comments, noting that baselines are being updated and work is underway to fill evidence gaps surrounding tourism and offshore recreation.

NE noted that the S42 consultation feedback highlighted that many consultees accepted the socio-economic benefit of energy generation in terms of revenue from green jobs etc. Employment creation from Rampion 2 is projected to be lower than Rampion 1 as many more cautious assumptions have been made based on the design procurement considerations, for example, the choice of construction techniques, changes in the supply chain and number of imports. However, securing higher retained expenditure to drive greater economic benefits in practice could be a feasible possibility.

A number of consultees wanted more information on steps taken to maximise local benefit. The ES chapter will capture the types of actions which different stakeholders will use to benefit the supply chain, which builds on RED good practice. RED will be composing a supply chain plan setting out the national and regional benefits of Rampion 2. The project would contribute to national economic benefit targets.

Consultees also wanted some of the COVID-19 pandemic response strategies to be considered to help drive economic benefit. NE confirmed that this is being considered and that any input on the matter would be welcomed.

NE noted that there were a lot of S42 consultation responses from local businesses/residents looking at adverse impacts on tourism and the related economy. The main conclusion presented in the PEIR was that the evidence points to fairly limited impacts on local tourism economies from offshore wind energy development. A lot of this evidence is UK-based. The intention for the ES chapter is to supplement the evidence and look at how robust the tourism evidence is. One source of supplemental data is recent local tourism surveys, such as the publishing of a forthcoming visitor survey looking at the nature of the visitors, their reason for visiting the areas and what activities visitors partake in. These findings will then be studied to show which factors surrounding offshore wind farms would discourage or encourage people to visit the area.

NE also raised that the review of academic and other empirical studies looking into the relationship between tourism and offshore wind farms will be updated. More recent studies will also be explored using European, UK and North American studies to maximise evidence and information on this matter. The ES chapter will document the evidence more thoroughly than at PEIR stage.



Some consultees requested more detail in terms of the socio-economic assessment methodology to ensure than sufficiently granular analysis is undertaken, particularly in specific tourism destinations. NE confirmed that this will be considered, and the focus of analyses will shift towards supplementary analysis depending on the sensitivity on the tourism location from the offshore wind energy development (e.g., Climping and Middleton-on-Sea).

NE noted that there have been requests for surveys of visitors, recreational users and tourism businesses. However, it is not believed this will bring much merit as there are a reasonable number of existing surveys of this type, and the findings tend to be similar. The surveys also do not take into account indicate people's perception of tourism prior to offshore wind development.

NE highlighted a requirement for engagement with offshore recreational groups as due to the COVID-19 pandemic, there are gaps in terms of offshore recreational resources so additional research will be undertaken.

NE noted the comment on the status on the Downs Link and agreed to amend the ES accordingly as it is a public bridleway rather than a cycle route.

NE noted the request for engagement with the local communities in the area of Washington Recreational Ground and the surrounding area. This is under consideration with RED and further feedback will be provided in due course.

AT raised concerns about PRoW diversions and closures, noting that the comments provided on these areas did not appear in the presentation. AT requested more information on how users of PRoWs will be affected, particularly more popular routes such as the South Downs Way.

MF responded that the PEIR chapter made an assessment for the recreational effects on every PRoW in the PEIR Assessment Boundary. However, it sits within the Transport team's remit to produce the Outline Public Rights of Way Management Plan that addresses direct impacts on the PRoW network.

VC agreed that the Outline Public Rights of Way Management Plans are the responsibility of the transport team, however there is a bigger impact on recreation which has not been picked up so far in the presentation and none of the comments surrounding the recreational effects on PRoWs have been fully addressed. VC outlined concerns that the recreational effects may not be addressed.

FK confirmed that recreational effects on PRoWs will be looked at with further interaction between socio-economics, recreation and transport aspects.

GP noted that a draft of the Outline Public Rights of Way Management Plan had been produced at PEIR stage and set out high level ways to manage PRoWs based on Wood's experience and RED data. The next step is to further engage with PRoW officers and SDNPA to look into the directly affected PRoWs, which will look to address management issues.

AT replied that it was good to see that every PRoW had been examined in the PEIR and that many comments provided were about the detailed proposals where they commented on different things which could be done. AT welcomed future involvement in these decisions in future.

**NE to amend the status of the Downs Link in the ES.**

**NE to consider engagement with local communities and RED in relation to Washington Recreational Ground and the surrounding area.**

**MF & GP to discuss recreational impacts on PRoWs**

## 7 Air Quality

IG provided an update on progress since PEIR stage. Provisional air quality results presented in March 2021 align with the outcomes presented in the PEIR, including:

- Construction road traffic modelling indicated negligible impacts in all but one receptor, where impacts were slightly adverse (relating to nitrogen dioxide (NO<sub>2</sub>) concentrations).
- Construction dust assessment indicated no significant impacts.
- Construction plant modelling (landfall works, trenching, HDD sites and onshore substation) indicated negligible impacts in all but one receptor, where impacts were slightly adverse during the HDD works.
- Odour assessment indicated no significant impacts. No changes to PEIR scope anticipated; update to the modelling assessments in light of updated data (traffic, drilling locations etc) and S42 consultation comments.

Not much has changed since the last ETG in March 2021, however construction road traffic modelling and construction plant modelling will be updated.

This meeting focused on S42 consultation comments.

One of the S42 consultation comments was based around construction traffic modelling which will be updated to ensure a consistency across the chapter where the peak construction traffic year will be used to assess impacts upon the relevant receptors.

**IG to update the construction traffic modelling.**

IG noted a request for monitoring at locations listed as having moderately adverse impacts. These impacts arise from the amount of extra emissions in the area, however as they have a currently very low amount of emissions, particularly NO<sub>2</sub>, these locations do not have exceedances and, at this stage, modelling is not the optimal mitigation measure. However, this can be discussed in future if necessary.

IG noted a request to undertake an Air Mitigation Plan in line with the Air Quality and Emission Mitigation Guidance for Sussex document. IG requested further engagement on this matter to understand what is required, and if the plan would provide anything additional considering the temporary nature of the construction. The content of an Air Mitigation Plan can be included in the existing mitigation and embedded mitigation.

S42 consultation comments questioned the feasibility of enforcing HGVs to avoid Air Quality Management Areas (AQMA). This will be part of the Outline CTMP submitted as part of the DCO Application. The Outline CTMP sets out the routing, which will be updated during design iteration. GP confirmed that the aim remains to avoid all of the AQMAs as far as possible and if this changes in future, then the relevant local authorities will be notified.

IG confirmed that baseline traffic modelling will incorporate updated traffic data rather than only historic data.

MSDC raised a comment recommending on site electric vehicle charging points. IG noted that there is currently no commitment to provide charging points, and this was not set out in PEIR. GP noted that this can be discussed with RED and if this position changes, it will be included in the ES.

**FK to discuss with engineering team**

NB highlighted that as this is a power related project, it would be a good PR move to make electric vehicle charging points available for staff and it would be appreciated. AP agreed this would be a good suggestion and suggested the Project Management Plan would support this.

FK agreed that the logical location to consider this would be at the onshore substation for the use of permanent staff, and potentially at the operation and maintenance base. FK will discuss this with the engineering team.

FK asked which consultee had raised the comment regarding the Air Quality & Emission Mitigation Plan for Sussex. IG confirmed it was Horsham District Council and requested further discussion regarding the plan. JZ recommended that this be discussed in a future meeting. NB agreed this would be the best approach.

**electric vehicle charging points at the onshore substation and operation and maintenance base.**

**IG to arrange a meeting with Horsham District Council to discuss Air Quality & Emission Mitigation Plan for Sussex.**

## 8 **AOB**

JZ thanked the attendees and noted that a meeting note will be provided for comment in the coming weeks.

VC requested that SDNPA be the contact for future meeting requests to improve organisation.

NB asked for a rough timescale on the decision for the location of the onshore substation. FK confirmed this would be communicated before publishing the ES, likely to be early in the New Year.

**JZ to circulate meeting note**

**Timescales on onshore substations to be communicated to the local authorities.**

<b>Rampion 2</b>		
<b>Evidence Plan Process: Seascape, Landscape, Archaeology and Cultural Heritage and Marine Archaeology Expert Topic Group Meeting</b>		
<b>Date:</b> 4/11/2021	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (LJ)	Marine Management Organisation (MMO)	Senior Marine Planner
██████████ (SK)	MMO	Marine Planner
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (TSH)	Natural England	Lead Advisor - Sustainable Development
██████████ (VP)	East Sussex County Council (ESCC)	County Landscape Architect
██████████ (AH)	West Sussex County Council (WSCC)	Rampion 2 Project Officer for West Sussex
██████████ (RSa)	WSCC	Historic Environment Records Officer
██████████ (JN)	WSCC	Principal Planner
██████████ (CHu)	WSCC	County Archaeologist
██████████ (JB)	WSCC	County Arboriculturist
██████████ (PN)	Historic England	Marine Planning Archaeological Officer
██████████ (JC)	Historic England	Science Advisor (South East)
██████████ (VC)	South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (AR)	SDNPA	Cultural Heritage Lead
██████████ (ABu)	National Trust	Planning Advisor
██████████ (AS)	National Trust	Planning Advisor
██████████ (SH)	Arun District Council	Leisure and Landscape Officer
██████████ (MW)	Arun District Council	Principle Conservation Officer
██████████ (JMo)	Brighton and Hove City Council	Planning Applications Manager
██████████ (JK)	Chichester District Council	Archaeology Advisor
██████████ (MP)	Horsham District Council	Senior Planning Officer
██████████ (SMal)	Mid-Sussex District Council	Senior Planning Officer
██████████ (EWa)	Mid-Sussex District Council	Conservation Officer
██████████ (SMar)	OpEn	SLVIA Specialist
██████████ (HA)	Maritime Archaeology	Marine Archaeology Specialist
██████████ (CHe)	Maritime Archaeology	Marine Archaeology Specialist
██████████ (EWi)	RED	Consents Manager
██████████ (AD)	RED	Offshore Consents Manager
██████████ (FK)	RED	Consents and Stakeholder Manager
██████████ (JZ)	Wood Plc	Onshore EIA Project Manager
██████████ (DR)	Wood Plc	Onshore EIA Assistant Project Manager
██████████ (ABr)	Wood Plc	Historic Environmental Consultant
██████████ (SA)	Wood Plc	Onshore Historic Environment Lead
██████████ (RR)	Wood Plc	Onshore LVIA Lead
██████████ (RSi)	Wood Plc	Landscape Director
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) - Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	MMO	Case Officer
██████████	MMO	Case Manager
██████████	Natural England	SLVIA Specialist
██████████	Natural England	Technical Landscape Advisor
██████████	Natural England	Lead Adviser
██████████	Natural England	Principal Adviser for Offshore Wind

Apologies		
██████████	Natural England	Lead Advisor – Kent and Sussex
██████████	ESCC	Head of Planning & Environment
██████████	SDNPA	Landscape & Biodiversity Strategy Lead
██████████	SDNPA	Landscape and Biodiversity Leader (Water)
██████████	Adur and Worthing District Council	Director of Digital, Sustainability & Resources
██████████	Arun District Council	Head of Planning
██████████	Chichester District Council	Divisional Manager - Development Management
██████████	Chichester Harbour (AONB)	AONB Manager
██████████	Chichester Harbour (AONB)	Director and Harbour Master
██████████	Hampshire County Council	Strategic Manager – Environment
██████████	Isle of Wight AONB Partnership	Lead Officer
██████████	Isle of Wight Council	Principle Planning Officer
██████████	Lewes District & Eastbourne Borough Council	Head of Regeneration
██████████	Wealden District Council	Head of Planning & Environmental Services
██████████	Wood Plc	Overall EIA Project Director
██████████	Wood Plc	Overall EIA Project Manager
██████████	RED	Project Manager
██████████	RED	Engineering Manager

Agenda Item	Agenda Item
<b>1a</b>	Welcome and previous meeting action points
<b>1b</b>	Updates on the Proposed Development and Roadmap
<b>2</b>	Update on Onshore Activities
<b>3</b>	Update on Offshore Activities
<b>4</b>	Seascape, Landscape, Visual impact Assessment (SLVIA) <ul style="list-style-type: none"> <li>Update on Viewpoint photomontages and site visits</li> <li>Discussion on comments received from S42 Consultation.</li> </ul>
<b>5</b>	Marine Archaeology <ul style="list-style-type: none"> <li>Progress from PEIR</li> <li>Discussion on comments received from S42 Consultation.</li> </ul>
<b>6</b>	Landscape Visual Impact Assessment (LVIA) <ul style="list-style-type: none"> <li>Update on progress (site visits and photography) since PEIR</li> <li>Discussion on comments received from S42 Consultation.</li> </ul>
<b>7</b>	Onshore Archaeology and Cultural Heritage <ul style="list-style-type: none"> <li>Progress from PEIR</li> <li>Discussion on comments received from S42 Consultation.</li> </ul>
<b>8</b>	AOB and meeting wrap up

## Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>Attendee list and general housekeeping. Participants made aware that the meeting was being recorded. No objections noted.</li> </ul>	
1b	<ul style="list-style-type: none"> <li>EWi provided a project update. EWi noted the design refinement will take into account consultation responses and additional surveys and site visits to reduce optionality and RED are looking to reduce the offshore Red Line Boundary (RLB) following input from the S42 consultations.</li> <li>EWi presented the design change process, with over 60 design change forms being considered. Some changes are more significant than others and EWi noted that there were some possible changes outside of original boundary. For such changes, some targeted consultation may need to be undertaken, however, decisions taken will be communicated to all stakeholders and directly affected parties.</li> <li>EWi presented the roadmap for 2021/22. Following S42 comments we have reviewed the programme due to tight timescales.</li> </ul>	
2	<ul style="list-style-type: none"> <li>JZ presented the onshore update. We have carried out further targeted discussion post-Section 42 consultation with WSCC and SDNPA on terrestrial ecology and transport, with further targeted discussion with stakeholders planned to discuss the S42 responses. We have been supporting the design refinement and design change process and have been reviewing S42 feedback and feeding this into the design process.</li> <li>JZ presented onshore surveys undertaken to date and noted good progress has been made on the survey campaign.</li> </ul>	
3	<ul style="list-style-type: none"> <li>NH presented the offshore update and noted that targeted meetings were held to resolve some issues ahead of PEIR with select stakeholders. NH presented design considerations and noted further RLB refinement is being considered. NH notes any refinement of offshore RLB will be a refinement down and will be within the area that was presented at PEIR.</li> <li>NH noted no further offshore surveys are required as all surveys were completed in February 2021. The subtidal drop-down video (DDV) and grab sampling were not fully available at PEIR but will be available in the Environmental Statement (ES). There were a number of follow-up meetings around SLVIA, and we agreed on some additional viewpoints (VPs) compared to PEIR, and these will be incorporated into the ES. Therefore, it is not anticipated that there will be any further VPs to add at ES following S42 responses.</li> </ul>	
4	<ul style="list-style-type: none"> <li>SMar noted there were follow up meetings on additional VPs, the majority were listed and identified in PEIR but all will be included in the ES. We have been out in the Summer to undertake additional photography of VPs which were as discussed with SDNPA and WSCC.</li> <li>SMar listed the six additional SDNP VPs to be included at ES: Halnaker Hill, Levin Down, Slindon Folly, Amberley Mount, Chantry Hill and Wolstonbury. VPs in West Sussex have been photographed and will be included in the ES: East Wittering (VP A); Chichester Harbour AONB – eastern edge (VP B), including Chichester Canal, Dell Quay; and other VPs between Selsey, Bognor and Pagham, including the proposed A29, Eastergate, A259 (VP D), Ferring Gap (VP E), Lancing Beach (VP F), Climping Beach (VP 40). SMar also noted additional night-time photography at Pagham Beach (VP 13), Worthing (VP 10) and Bignor Hill will be taken, along with some re-takes of VP photography from PEIR.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• SMar covered the S42 comments. <i>Key selected stakeholder issues are provided in the presentation.</i></li> </ul> <p><u>Comments/questions:</u></p> <p><i>New VPs for ES.</i></p> <p>VC – Can you share the photography ahead of the ES, in order to reach an agreement that they were taken from the right location?</p> <p>AH – Welcome what you have said in terms of additional VPs, could you send us a map/figure of all additional VPs? Anything you can show to help demonstrate that comments on additional ones have been taken into account, to give WSCC comfort all S42 comments have been addressed would be helpful ahead of the ES.</p> <p>SMar – <b>Yes, we can provide that information.</b> Those are the key VPs. We will include as illustrative VPs, as there will be a panorama and wirelines. At the edges of Chichester AONB there is no visibility from those areas to the sea. There are near 60 VPs to allow a thorough and good understanding of visual impacts.</p> <p><i>S42 comments</i></p> <p>VC – Targeted meeting to address the issues raised in S42 comments? We would welcome the opportunity to have a smaller targeted meeting.</p> <p>NH – We are not as far through the design refinement as we had hoped. This is a high-level update, with the intention to arrange targeted meetings in January, to present the updated RLB which should take on board some of your comments to the east of the site.</p> <p>VC – There are comments that came before the Eastern boundary in respect of the methodologies and assumptions made, that could benefit from the early discussion.</p> <p>SMar – Support that in regard to methodology and ensure we have common ground before we get to ES.</p> <p>VC – Others may need to be involved such as Natural England, WSCC, National Trust.</p> <p>EWi – We will endeavour to <b>schedule meetings in the coming weeks.</b></p> <p><i>Arun District Council</i></p> <p>SMar – Wanted to clarify that the conservation area was referring to Pagham?</p> <p>MW – You refer to conservation areas in Bognor but not Littlehampton. You discussed our non-designated buildings; you did not refer to our non-designated area of character - it is a consistency issue. In Littlehampton, the seafront conservation area includes tourist attractions. So, take the relationship between tourism and SLVIA into account when looking at assessments and setting.</p> <p>SMar – Take that into consideration for the ES and ensure consistency. The onshore aspects will be picked up in the LVIA.</p> <p><i>Brighton and Hove Council</i></p> <p>SMar – Wished to clarify comments on assessment in urban areas. Is it the project design or the impact assessment which needs reconsidering?</p> <p>JMo – In terms of Brighton seafront, you said high sensitivity, but overall assessed as moderate impact and we had concerns regarding the conclusions.</p> <p>VP – The conservation officer was also concerned about the effect on the character and sensitivity of the whole seafront, conservation and tourism areas.</p> <p>SMar – There was some concern that the VP at the seafront between the piers, did not represent the area further east. We can look at this as part of the ES but felt VP8</p>	<p><b>SMar</b> <b>(11/01/21)</b></p> <p><b>EWi</b> <b>(04/01/22)</b></p>

Agenda Item	Notes	Actions
	<p>was representative of the worst-case. Assessed effects as high magnitude and significant and it is unlikely to be different a few hundred metres to the east. We can use that as a proxy. Can do a further written assessment of that area? Did not think we had to include a further VP.</p> <p>VP – If high magnitude that is correct. Whether the worst-case scenario (WCS) design will result in an unacceptable impact.</p> <p>END</p> <p>SMar – The refinement of the RLB will likely reduce the impacts of the east/west spread certainly in terms of magnitude, however, this reduction is unlikely to reduce the effect to a non-significant level.</p> <p>JMo – Sensitivities which are fed into the overall conclusions, such as the magnitude of change alone, are of concern where we do not agree with you. See the supporting paragraph 16.10.58 and onwards, where you discuss various impacts.</p> <p>SMar – We can take a look at those sensitivities.</p> <p>END</p> <p>SMar – In regard to your comment on VP location, do you feel that a further VP or a replacement VP is needed from Marine Parade?</p> <p>JMo – It is a sensitive location and is important to the tourism economy and Brighton in regard to the historic features; it would be an oversight not to include it.</p> <p>SMar – OK, we will consider this whilst undertaking the RLB refinement and discuss with stakeholders in the follow-up targeted consultations once we have further design information.</p> <p><i>Natural England</i></p> <p>HM – Difficult to comment on without seeing the new RLB to understand what mitigations are going to be feasible. A commitment to some significant design principles to reduce impacts to SDNP. Can we have an updated presentation, as slides circulated do not contain these comments?</p> <p>SMar – <b>Yes, we send an updated slide pack with the circulation of the draft meeting minutes.</b> The advice is clear on some of the design suggestions and level of concern of the impacts on the statutory purpose of the SDNP. There is an area where we do not have common ground on impacts around the Isle of Wight AONB, we and the Isle of Wight Council do agree that the effects would not be significant on the Isle of Wight, whereas Natural England advised they would be significant.</p> <p>HM – That is related to two VPs and the apparent height calculations. This should be in our detailed explanation.</p> <p><i>National Trust</i></p> <p>AS – Can you provide a plan of the SEZ, preferable GIS? Is the 20km buffer fit for purpose for the scale of turbines for Rampion 2, does it need reviewing?</p> <p>SMar – In terms of the plan we can provide that. The western area is within the PEIR boundary, but the eastern zone is omitted. The 20km buffer came from the definition of remoteness. Those are the major points but welcome targeted meeting.</p> <p>AS – The landfall area at Climping, we would need a higher level of design and detail of structures and construction methodology to understand impacts on the Section 8 covenant. Possibly level of design detail which is outside the Rochdale Envelope. There is an interconnector and we do not have the detail.</p>	<p>KJ (25/11/21)</p>



Agenda Item	Notes	Actions
	<p>EWi – There are no structures proposed in that area, just a joint pit buried under the ground. The interconnector transition joint is buried, and we will make sure that is described in the project description.</p> <p>WSCC</p> <p>AH – Welcome those additional VPs as described earlier, and the night-time photography work at set locations outside of the SDNPA. We are interested in the western extent as well as the east, how much refinement there might be and the size and spread of turbines in those areas, based upon our concerns raised at formal consultation.</p> <p>SMar – We are looking at the western extent and the potential gap between arrays.</p>	
5	<ul style="list-style-type: none"> <li>• CHe presented the S42 comments, primarily from Historic England. <i>Key selected stakeholder responses are provided in the presentation.</i></li> <li>• In relation to the Outline Marine WSI, survey extents and plans will be included and what archaeological assessment will follow this survey. This ties in with the wording change for the embedded environment measure, C-59, which refers to geotechnical works and archaeological assessment utilising the cores collected for other purposes. It will be reworded based on the Historic England recommendation and include reference to cores collected, especially for archaeological investigation.</li> <li>• CHe noted the intention is to set up a meeting for the next steps for offshore and onshore Archaeology. We would like to discuss cumulative effects and inter-related effects and we would like to present to the MMO any suggested wording of the embedded environment measure going forward.</li> <li>• CHe presented a figure on the geophysical survey with the extent of the surveys continuing beyond the PEIR RLB; and a figure on valleys and channel features identified from the high-quality sub-bottom data. CHe noted in future discussions we would recommend putting in a few cores in discussion with RED for other geotechnical campaigns, to determine how these channels within the RLB work. CHe showed a final figure on Archaeological Exclusion Zones over shipwrecks sites.</li> </ul> <p><u>Comments/questions:</u></p> <p>CHe – In terms of Historic seascape characterisation, the mitigation and clarification of methods is something which we would like to discuss at a targeted meeting.</p> <p>PN – Happy to pick up with a separate meeting with Chris Pater included.</p> <p>END</p> <p>CHe –We will aim to go through cumulative assessment comments with Historic England at the next meeting. This is one of the key comments that require further discussion.</p> <p>JC – Good to discuss at the next meeting or at the targeted meeting.</p> <p><i>Figure showing valleys and channels – further coring</i></p> <p>JC – Regarding the geoarchaeological borehole locations, is that something we can discuss in terms of location? A transect across a channel would be more useful than one at the edge or further down/in the middle. Perhaps something we could discuss with the Project’s geoarchaeologist?</p> <p>CHe – Yes, that is something to discuss. The figure was to show the areas we are interested in. It would not just be the cores we agreed with RED and the geotechnical campaigns going out, it would also include other cores collected throughout area. A</p>	

Agenda Item	Notes	Actions
	<p>common method is to core at every wind turbine location. We can then use both archaeological cores together with the geotechnical cores.</p> <p>PN – Look forward to the discussion and welcome discussions with MMO on commitments for Development Consent Order (DCO).</p>	
6	<ul style="list-style-type: none"> <li>• RR presented the LVIA slides including an update since PEIR and the S42 comments. <i>Key selected stakeholder responses are provided in the presentation.</i></li> <li>• RR noted that the SDNPA provided a comment on topography and regarded that as highly sensitive, which was not something that was initially included but will be reviewed. RR thanked SDNPA for providing aerial photographs showing the crop marks of the Rampion 1 cable corridor. RR is keen to understand if there are features of the land where you can see evidence of or mitigation that was not completed, when it should have been, for example, a damaged hedgerow. RR also noted the historic landscape characterisation and reference made to Arun valley area, which we will look at. RR noted description of effects were similar/related to agricultural development occurring within certain landscapes. This was considered from ground level, i.e., someone on a road/footpath. Engineers have noted progressive restoration, where the cable will be backfilled as construction progresses. We may need to look at this further.</li> <li>• RR noted as part of the PEIR the cable corridor was overlaid on aerial photography, in the absence of Arboriculture assessment, to see where the hedgerows were and a general impression of the area.</li> <li>• RR stated once construction compounds are confirmed we may try and assess them in more detail. One or two additional VPs may not be enough, and we may need to look at a miniature ZTV for particular compounds and then do some site envelope visual analysis to inform the assessment. We have also had a request to look at and carry out a Residential Visual Amenity Assessment (RVAA) and we are looking at the scope of this. We will need to agree separately with WSCC on the study area, we suggest 100 – 200m from the onshore cable corridor, however, we are aware that there will be a local difference in terms of landscape character.</li> </ul> <p><u>Comments/questions:</u></p> <p>VC – We have other aerial photographs if you would like those? There are a few points I would need to follow up with my colleagues. We would welcome setting up another separate meeting, which would be useful.</p> <p>RR – We will try and get something in the diary soon for that detailed discussion.</p> <p>END</p> <p>MP – Horsham District Council sent a follow-up comment on the Public Rights of Ways (PRoW) diversion around substation A, did you receive that?</p> <p>RR – Yes, and we will include it in our review of PRoW diversions and considerations.</p> <p>END</p> <p>AH – Regarding Rampion 1 cable route hedgerow reinstatement and its level of success. We would welcome conversations on that outside of SDNP, on the wider cable route and understanding how there can be more successful outcomes. When will the Arboriculture survey be available prior to DCO?</p> <p>EWi – I believe the Arboriculture survey is almost finished. We identified an item of unexploded ordnance so had to stand everyone down and will complete the surveys when safe to do so.</p>	

Agenda Item	Notes	Actions
	<p>JZ – The team have made good process and it should be complete this month all being well. We will discuss with them when the reporting and data are finalised and will let you know when that will be available.</p> <p>JN – Experience with Rampion 1, you should have within the team access to photographic records of common failures. Progressive restoration did not happen how we hoped for Rampion 1; it is slightly more substantial than a typical agricultural activity. Some places were left open for a long time. Also, watch out for visibility splays and clearance of hedgerows.</p> <p>RR – We have taken into account the visibility splays and the worst-case width of the road and construction access of 10m wide. In some instances, we have probably over-assessed these, as we now getting feedback from our Transport team that the visibility splay that was thought to be the maximum is perhaps not required. We did take account of that in the PEIR.</p> <p>AH – On visibility splays worth touching base with Traffic team, aware Ian Gledhill from WSCC traffic team noted when he reviewed the PEIR that the visibility splays were not large enough, based upon the speed limits of individual roads. Check there is a common understanding across all topics of what the visibility splays need to be, and make sure these are fully assessed in the EIA.</p> <p><b>RVAA</b></p> <p>RR – Are there any questions on additional VPs or RVAA?</p> <p>JN – In regard to the scope of assessment and how far you will go from the cable route. Something proportional, 100m acceptable for large parts of the cable route, but look at key activities such as HDD where you may need to go further. At substations, it should be based on the views, as it will go wider than 180m and should be considered.</p> <p>AH – In terms of VPs and construction compounds, when we had that initial discussion on the technical note, we did not have sight of those compounds, and we welcome individual ZTVs for these and have discussions with you once those are produced. Regarding RVAA, agree we should have a separate discussion, how and what the scope of that assessment should include and the timing of assessment, how and when will it be taken into account.</p> <p>CHu – Agree with AH in regards to individual ZTVs for the compounds and the substations, however wondered if there was the option for including potentially affected heritage assets within those?</p> <p>ABr – This is something we would look at if those ZTVs are produced. We would be assessing the effects of all of the development.</p> <p>RR – Selection of ZTVs is pending final substation option and therefore, we cannot make any ZTV commitments at this stage, but will of course share the information if these ZTVs are produced.</p> <p><b>END</b></p> <p>VC – Links to comments in terrestrial ecology ETG regarding hedgerows. There was some discussion of the working width was being reduced. Is there any update?</p> <p>RR – We are working closely with the Ecology team, the volume and quality of hedgerows are particular to this area and a lot of effects. We are looking at how to best mitigate this, what options are available and looking at the character of these from a landscape character perspective, particularly the treatment of the hedgerow as an entity from field corner to field corner, rather than a 50m corridor. The</p>	

Agenda Item	Notes	Actions
	<p>approach is landscape and ecological mitigation or habitat management plan that we need to prepare.</p> <p>VC – Looking at effort to consider those hedgerows in their entirety is welcomed and something we would like to discuss further with you and if there is anything we can do to aid those discussions, our rangers on the ground around the Arun Farm cluster will have some useful information that can help feed into the mitigation.</p>	
7	<ul style="list-style-type: none"> <li>• ABr provided an overview of the progress since PEIR. Providing historic environment input into design options and potential mitigation. We are working with LVIA and ecology, to identify key constraints and sensitivities and link with Marine Archaeology, to ensure there is a coherent strategy ahead of ES.</li> <li>• ABr noted we are ensuring to prioritize certain priority areas, in the geophysical survey, which were identified with WSCC to make sure these are done earlier and inform the design process. We hope to share this with relevant stakeholders to inform discussion on further surveys. Geoarchaeological desk study will be issued to relevant stakeholders for feedback and discussions on potential survey work.</li> <li>• ABr presented the key themes of S42 comments and the actions and responses to these. <i>Key selected stakeholder responses are provided in the presentation.</i></li> </ul> <p><i>Study Area and selection of heritage assets</i></p> <ul style="list-style-type: none"> <li>• ABr noted the study areas approach and justification were presented at PEIR and provided figures of heritage assets proposed for selection at the last ETG and is particularly relevant for indirect effects. The 2km study area was based on a review of heritage assets within LVIA ZTV and VPs and site visits. Therefore, beyond 2km from the substation, it is unlikely that it would be perceptible. For the 25km study area to assess the indirect effects of onshore development which was also based on a review of heritage assets within LVIA ZTV and VPs and a visual understanding of the seascape. Beyond 25km the perceptibility of the proposed offshore development would be relatively minimal. However, based on the comments received, we are intending to prepare a separate setting scoping appraisal document, which follows Historic England guidance, which will detail the scoping in and out of assets, and will consider assets from Rampion 1. We look to engage with stakeholders during the production of that document to discuss and agree and issues ahead of the ES.</li> </ul> <p><i>Further surveys</i></p> <ul style="list-style-type: none"> <li>• ABr noted the magnetometry and setting surveys are ongoing and the historic parkland assessment and historic hedgerows, will continue to feed into the design process. The use of further geophysical techniques and the scope of further field investigations are yet to be determined and will be informed by the archaeological and paleoenvironmental baseline. We will arrange targeted consultation on these matters to discuss and agree the scope.</li> </ul> <p><u>Comments/questions:</u></p> <p><i>Geoarchaeology</i></p> <p>JC – Will it include a deposit model?</p> <p>ABr – The desk-based assessment has collated all the information we have to date. As we gather more data via geotechnical regimes or targeted investigation, a deposit model is built upon the results of that work. We have been able to create a few transects but not a deposit model.</p> <p>JC – No, transects are useful.</p>	

Agenda Item	Notes	Actions
	<p>SA – Can have a specific call on this once we have issued that report.</p> <p><i>Further surveys</i></p> <p>CHu – You are presumably waiting for the results from the ongoing geophysical before we can have discussions on the timing of trial trenching, when do you anticipate that being completed?</p> <p>ABr – We are hoping to engage with stakeholders before the geophysical survey is complete to get discussions underway as soon as possible. Once data is presentable, we will approach stakeholders to begin those discussions before the end of the year.</p> <p>CHu – Highlight the recommendation for trial trenching to be undertaken pre-submission.</p> <p>END</p> <p>VC – Concerning the future baseline and the assumption made. We raised a comment on the impact on any archaeological remains through intensive arable cultivation and that we did not agree with assumptions. Would you look at this again as part of any survey work?</p> <p>ABr – That was noted and would be taken on in relation to our assessment of impacts.</p> <p>VC – On mitigation, if anything is found where will that archive be deposited or kept? Is there any opportunity to link that to aspects such as tourism? It is a large area of coverage, likely to find something and within the area, we are at capacity for those storage or display options.</p> <p>AR – Mainly around archaeological archive storage, Historic England commissioned a piece of work with the Society for Museum Archaeology and there is significant data to show the archaeological collecting organisations are at capacity. What happens to archive post-project is a considerable concern. In terms of mitigation, something that reviews what happens to the archives generated from this Project, is significant.</p> <p>ABr – We have noted those comments in the S42 response, it would be useful to have a follow-up discussion to look at this in more detail and how this can be built into a mitigation strategy.</p> <p>SA – Agree we need to consider in the design and mitigation strategy, along with the excavation strategy, along with the outreach element as part of the mitigation.</p> <p>AR – Ultimately projects of this kind end up recouring to the public purse for long-term care of the archaeological archives generated and that needs to be considered post-pandemic in terms of impacts to museums and galleries.</p> <p>VC – We would be up for a further meeting on that.</p>	
8	<p>NH thanked participants for their participation and noted minutes will be circulated in due course. NH invited participants to get in contact should they have any additional questions. Look to set up targeted consultation calls, with proposed dates soon. EWi thanked all participants for their time.</p> <p><i>No other matters were raised. End of meeting.</i></p>	

# Meeting Minutes

**Date:** 05 / 05 / 22 12:00 – 13:30

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 update meeting

**Attendees:**

- ██████████ – RWE Engineering (AB)
- ██████████ – RWE Stakeholder and Consents Manager (FK)
- ██████████ – Wood Environment (AS)
- ██████████ – Wood Water Lead (GD)
- ██████████ – Wood Engineering (PH)
- ██████████ – Southern Water Senior Catchment Hydrogeologist (RG)
- ██████████ – Wood Water Technical Director (SS)
- ██████████ – Environment Agency Planning Lead (SB)
- ██████████ – Environment Agency Land Quality and Groundwater (TW)

**Apologies:**

- ██████████ – Southern Water (CW)
- ██████████ – Wood (JZ)

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**Topic of discussion:**

**Actions**

**1 Welcome and introductions**

AS introduced the meeting.

**2 Project update from RED**

FK provided an update on what has happened with the project since the last ETG meetings in November.

Consultation was re-opened for 9 weeks between 7 February and 11 April as there were some coastal addresses that did not receive the initial leaflets. Re-running the consultation was necessary to fulfil a commitment in the Statement of Community Consultation.

During the initial run of consultation, there were over 12,500 visits to the Rampion 2 website and over 1,000 consultation responses were received. These responses have been analysed and the feedback has contributed to the design change process. Each request is analysed from an inter-disciplinary perspective to evaluate the benefit of introducing a change to the original designs. A targeted consultation

Continued...

exercise is due to commence at the end of May / start of June on proposed changes.

A briefing on the consultation has been held with a further session to take place on 12<sup>th</sup> May. Lead contacts for stakeholders have been issued an invitation for an introduction to this formal consultation, which will outline the content and proposed additions and alternatives to the Preliminary Environmental Information Report (PEIR) Assessment Boundary consulted on between July and September 2021. The consultation will be accompanied by a PEIR Supplementary Information Report to assess these changes.

Once all consultation is complete, all of the feedback will feed into a final refinement of the onshore boundary and the removal of optionality to reach a final DCO Application Assessment Boundary.

### **Programme changes**

The indicative timing of submitting the DCO Application is now expected to be late Q3 2022 rather than previously expected Q1 2022. The Examination process would then be expected to run during 2023.

There are no formal offshore updates.

### **Aims of this meeting**

FK noted that the aim of this meeting is to seek views on some alternative cable routes. The request to consider these alternatives was received late in the process, so they will not form part of the upcoming consultation. If these alternatives were to be taken forward, they would require a separate consultation. Final assessments and evaluations of the routes discussed today are ongoing and feedback from the Environment Agency and Southern Water will be a valuable part of this process.

## **3 Alternative route proposals**

GD noted that there are 3 sections of the potential cable routes in an accompanying figure and slide pack. **Note:** this information is CONFIDENTIAL and should not be shared outside the attendees of this meeting.

- Section 1: Lyminster to Hammerpot
- Section 2: Hammerpot to Blackpatch Covert, which has 2 options:
  - Option 1: Patching via Longfurlong; and
  - Option 2: Michelgrove via Michelgrove Park/Blackpatch Hill.
- Section 3: Blackpatch Covert to Sullington Hill.

FK requested written feedback in relation to these routes to inform the evidence base to support the decision making on these requests.

PH shared a sketch of a typical open-cut construction corridor that would apply to the open cut sections along the route. This can be seen on Slide 5 of the accompanying slide deck. The indicative cross section shows haul road, 4 cables installed at a depth of approximately 1.2m, areas for soil storage and drainage along the route. At PEIR this was intended to be 50m wide, but this has now been

Environment Agency and Southern Water to provide written feedback on the 2 routes presented.

Continued...

reduced to 40m. At certain pinch points, the corridor could be reduced further where possible by, for example, storing the soil elsewhere in the local area.

GD added that HDDs would use a similar corridor width, although this would be widened at the launch compound locations. TW questioned the depths of HDDs and PH noted that the depth of an HDD would be different on a case-by-case basis, depending on what is being avoided. For example, where the HDD is going underneath ancient woodland, 5 or 6m depth is proposed to prevent any disturbance. PH noted that from an engineering perspective it is best to avoid going too deep for too long, as this will de-rate the cable due to temperature. TW added that from the EA's perspective shallower HDDs are also preferred to minimise risk of affecting groundwater. PH advised that the HDDs on the routes being discussed are illustrated on the plans provided (and shown on Slides 6 to 11 of the accompanying slide deck in dark brown hatching). It was noted there are existing standards that will be adhered to when going underneath railway lines and main carriageways.

### **Section 1: Lyminster to Hammerpot**

GD shared a plan showing potential receptors and conditions in the area of Section 1, which can be seen on Slide 7 of the accompanying slide deck. The triangles on the plan represent Private Water Supplies (PWSs), one north of the A27 at Angmering Park Stud Farm and one south of the A27 at Decoy Wood. PWS protection zones have been marked on the map in response to S42 feedback from the Environment Agency, showing a 250m zone to represent Source Protection Zone (SPZ) 2 and a 50m inner zone that represents SPZ1. There are areas of open-cut trench and HDDs that overlap with the PWS SPZ2 areas. The HDD that goes underneath the A27 has a wider red line boundary boundary (within 20m of the Angmering Park Farm PWS source) and the mapped HDD proposals are approximately within 170m. The groundwater in this area appears to be going in a Southerly direction. Borehole data suggest that this Section is where groundwater is closest to the surface, estimated to be approximately 12m bgl (around Hammerpot), which would likely still be deeper than the HDD would go. The emergence of a chalk stream identified at South Downs goes through this area, but does not interact with the route itself.

TW noted that the contours in the Orchard Rough area suggest groundwater is closer to the surface than 12m bgl in this area. GD noted that the closest borehole was at Hammerpot, and this was 1.7m AOD. There are springs in this region and along where the chalk dips and meets the Lambeth group.

TW requested clarification on the red line boundary indicated on the map. FK noted this is the proposed limits of deviation around the proposed route, and should have been a dotted red line to differentiate it from the actual red line boundary. TW noted that the proposed limit of deviation enters the SPZ1 area of the Angmering Park Stud Farm PWS, and advised it should be moved outside of the area.

FK requested that as well as concerns about the constraints mentioned in this area, such as the groundwater depth, it would also be helpful to include any additional constraints in written feedback.

Wood to move the proposed limits of deviation outside of the SPZ1 area of Angmering Park Stud Farm PWS



Continued...

TW requested that no hazardous substances be used in the drilling fluids used in the HDD process, particularly within the SPZ2 areas. FK confirmed that drilling fluids used would be the same as proposed in the PEIR, and that further details would be provided if these routes are taken forward to consultation.

FK clarified that high-level feedback is being sought in today's session to evaluate the viability of the proposed alternative routes, and how they compare to those provided at PEIR.

## **Section 2: Hammerpot to Blackpatch Covert**

GD shared a plan showing the 2 options for this route, which can be seen on Slide 8 of the accompanying slide deck, noting that both options will feature HDDs across the steep hillsides.

### ***Option 1: Patching via Longfurlong***

GD shared a plan showing potential receptors and conditions in the area of Option 1, which can be seen on Slide 9 of the accompanying slide deck.

This option is on the periphery of Angmering SPZ 2 and 3, and includes two short HDDs north of Hammerpot and between Swillage Lane / Selden Lane. The groundwater in this area would be approximately 12m bgl. The rest of the route is open-cut until it reaches the steep hillside whereupon HDD would be required. There are further springs South of the route, but none mapped within it. The aquifer at the south is likely to be confined, but there is potential for some artesian groundwater in the area. It is likely that existing abstractions in this area have lowered groundwater levels such that the potential for this artesian groundwater has been reduced.

There is potentially some karst activity in the region of the HDD at Michelgrove and GD requested information from RG to inform design. RG confirmed that the area near Angmering is the "hotspot" for surface indicators of karst activity, but there are still a lot of unknowns. RG noted the potential for risk of fast flow pathways towards the SPZ from the karst features that is not considered in the SPZ mapping.

RG noted that there are geological precursors for karst activity. In the South is the Chichester Syncline where the Lambeth group overlies the chalk and London clay. There is a line of abstractions as the aquifer is more productive, and around Angmering is a large outlier of clay or flints where there are a number of karst features. Karst cannot be determined from surface observations alone as most of the activity occurs below surface level and there are many unknowns over connectivity. The karst features are analogous to icebergs in this sense.

RG noted that this option passes through an SPZ1 and confirmed that a route that goes through an SPZ1 would not be supported where there is a viable alternative. TW agreed with this. GD added that this is all open-cut trenching and is located approximately 430m north of the SW Patching abstraction.

TW highlighted that the option seems to cross the only access road for Long Furlong Farm. PH confirmed this would not require the use of HDD as alternative temporary access would be provided.

RG to share SW information on karst features (received on 05/05/22).

Continued...

AS highlighted that this option has been identified as the best engineering route from a topographic perspective. If the route goes further north, the topography is much more difficult. AB added that the section of HDD down towards Michelgrove in option 1 is preferable to the route in Option 2 equivalent section of HDD (towards Michelgrove Park) by some margin.

GD noted that the route would not intersect with the SPZ for Longfurlong PWS.

**Option 2: Michelgrove via Michelgrove Park/Blackpatch Hill.**

GD noted that this option passes closer to Angmering, but still within SPZ2 (approximately 190m to the assessment boundary). There is potential for karst fissuring in the regions around Michelgrove Park and Blackpatch. The HDD underneath the steep hillside in this route is significantly longer than the HDD in Option 1. PH highlighted that the intention is to avoid the summit of the hill that runs through the woodland and that an HDD would likely require entering the woodland to the West (not part of Ancient Woodland inventory).

The route then avoids SPZ1 for the SW Patching abstraction, which is approximately 1.4km south of the open-cut trench. Indicative ground water levels in this area are approximately between 33 and 66m bgl. The route also avoids the SPZ2 area of the Myrtle Grove PWS abstraction, before there are 2 HDDs along Blackpatch Hill to address the steep topography in this area. These HDDs are subject to further site visits to establish feasibility.

TW reiterated that it is always preferable to avoid SPZ1s unless absolutely necessary. TW also shares RG's concerns about unknown karst features. SS asked that if evidence of karst activity in an SPZ2 area would still be cause for concern. TW noted that it would still be a concern, but that HDDs are more of a concern than open-cut trenching as risks from karst can be minimised. GD confirmed that there is potential for karst in the HDD area of this option, but the whereabouts of karst in currently unknown without the mapping. TW noted that it is very difficult to identify surface karst features that are within woodland. SS added that the HDD is outside of any SPZ. TW acknowledged this, but highlighted that karst features are not included in SPZ modelling, and that this could still be an issue.

TW and RG to liaise and provide written feedback on risks to SPZ from the karst features here

The HDD being outside an SPZ does bring comfort, but does not eliminate concern. RG noted that the SPZ2 near Angmering is of greater concern. Karst can occur near the surface as well as at depth, so open-cut trenching can still be a concern. Ephemeral streams can be a potential source of pollution to the aquifer, and run-off from catchments can make its way into these features. The risk is greater where the groundwater is higher and the unsaturated zone is thinner. RG agreed to share information on karst in the area, but emphasised that it is not a complete picture of the karst activity.

RG and TW confirmed that of the 2 options, Option 1 with SPZ1 should be avoided in this section in favour of Option 2.

**Section 3: Blackpatch Covert to Sullington Hill**

GD shared a plan of this section, shown on Slide 11 of the accompanying slide deck. This section crosses the periphery of SPZ2 and 3 for SW Patching and Stanhope Lodge abstractions. No constraints or potential receptors have been

Continued...

identified along this part of the route. TW and RG were not aware of any additional constraints in this area.

#### 4 **Alternative Routes and PEIR Assessment Boundary**

GD shared a plan showing the alternative routes and the original PEIR Assessment Boundary, shown on Slide 12 of the accompanying slide deck.

GD noted that a route north of the A27 was requested by the landowner that passed through ancient woodland. FK confirmed that the route is unviable from an engineering perspective as there are no HDD solutions to avoid an area of Ancient Woodland, however opinions are still being sought to build the evidence base for this decision. RG noted that this is the edge of the Lambeth Paleogene onto the chalk, making it a much more highly transmissive area, with more karst development on the chalk. This area is more vulnerable in terms of surface activities.

GD noted that at PEIR, there was interaction with SPZ2 at Warningcamp, with proposals to HDD either side of a steep-sided valley. It was indicated that groundwater would be near to the surface, within several metres during wetter conditions. FK confirmed that the alternative routes shown today would replace the whole PEIR Assessment Boundary, not just the Warningcamp section.

TW confirmed that the most viable option is to avoid SPZ1, with the next viable options avoiding HDDing in high-risk areas and those of karst activity. Using these 3 guiding principles, Option 1 that passes through SPZ1 is of most concern. It is difficult to quantify a preference between HDDs near Warningcamp and open-cut trenching through the area of high karstic risk in Option 2 without more information on the karst features. RG and TW were not aware of any specific policies regarding risks and karst features, but would defer to the Environment Agency's Groundwater protection principles. TW confirmed that if it could be demonstrated that there were not any karstic issues with Option 2, then it would be the preferred route. FK noted that the data from RG would provide context on expected karstic risk in this area, and it would help inform the decision to take this route to consultation or not. RG agreed to provide a high-level redacted version of the data.

RG to provide high-level redacted version of karstic data.

#### 5 **PEIR and HDD route – stringing out**

GD noted that the HDD locations on the PEIR route require additional flexibility for welding and stringing out activities. GD shared a plan detailing this, shown on Slide 13 of the accompanying slide deck. PH added that the cable ducts would be run out on rollers, which would be non-intrusive over the SPZ1 area. The pipes would then be welded together and drawn back, with no ground being broken and no chemicals used. TW confirmed that there are no issues with this approach in principle.

#### 6 **Actions and AOB**

RG confirmed that karstic data will be shared with the group, with sensitive information removed.

RG to share karstic data. TW and RG to liaise and provide written feedback on

Continued...

FK reiterated the request for written feedback on the two routes as soon as possible and prior to 20 May. Minutes to be provided to assist.

FK highlighted that the consultation briefing on 12 May will include reroutes of particular interest to the water environment team.

AS reiterated that the figures shared in today's meeting are confidential.

risks to SPZ from the karst features here.

Environment Agency and Southern Water to provide written feedback on the routes under consideration.

Wood to provide meeting minutes to Environment Agency and Southern Water

Rampion 2 Evidence Plan Process: Sussex Kelp Restoration Project (SKRP) Targeted Meeting		
Date: 14/4/2022		Location: Videoconference via Microsoft Teams
Attendees		
██████████ (SA)	Sussex Wildlife Trust	Sussex Kelp Lead
██████████ (TD)	Sussex Inshore Fisheries & Conservation Authority (Sussex IFCA)	Chief Fisheries & Conservation Officer
██████████ (MR)	Blue Marine Foundation	Head of UK Projects
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (DB)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (AD)	RWE Renewables	Offshore Consents Manager
Apologies		
██████████	Adur and Worthing District Council	Director of Digital, Sustainability & Resources
██████████	Sussex Wildlife Trust	Director Conservation Policy & Evidence
██████████	University of Brighton	Reader in Marine Sciences
██████████	University College London	Professor of Environmental Governance
██████████	Blue Marine Foundation	UK Marine Projects Manager
██████████	Big Wave Productions Ltd	Founder & CEO
██████████	ZSL Institute of Zoology	Sussex Kelp Research Chair

Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Project update and SKRP concerns <ul style="list-style-type: none"> <li>Discussion on Rampion 2 and the SKRP.</li> </ul>
3	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>Attendee list and general housekeeping. Participants were made aware that the meeting was being recorded. No objections were noted.</li> <li>NH noted the meeting was based on questions raised.</li> </ul>	
2	<ul style="list-style-type: none"> <li>NH presented a project update. We have had one-to-one targeted meetings since the ETG in November 2021. The next ETG was postponed until May 2022.</li> <li>Application submission end of this year, Q3/Q4 2022.</li> </ul> <p><b>Target Questions</b></p> <ul style="list-style-type: none"> <li>NH ran through the questions raised. Looking at a selection of technologies for cable burial. A mitigation plan for sensitive features at Application. Consultation for agreement with stakeholders.</li> <li>NH noted we finished collecting data in February 2021, however, the report was not completed in time for PEIR publication. The benthic data was collected over several surveys due to weather. The methodology was agreed with statutory bodies. Seek to update benthic data if required, should the Application run past 2024. Pre-construction survey will be next, geotechnical and geophysical. No more surveys for ES or DCO Application and our datasets will not be updated.</li> <li>NH like for like reinstatement is not considered. Avoidance of sensitive features to reduce impact. We are not putting forward resentment unless we are asked to do this by Natural England. Awaiting response on Benthic appendices circulated to stakeholders.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• NH noted chalk reefs will be avoided where possible due to cable burial. 12% of cable corridor where we would mechanically cut hard ground. To be confirmed in pre-construction surveys. Aim for palaeochannels than chalk reef.</li> <li>• NH noted micrositing of turbines, layout not confirmed until pre-construction surveys. In discussion with councils for SLVIA/LVIA. Anywhere within the Red Line Boundary (RLB). Consultation with MMO and Natural England etc. as part of the DCO process.</li> <li>• NH noted initially we were looking at mitigations measures for black seabream nests, we need to consider other NERC reef habitats, avoid any rock reefs on seabed, as well as black seabream nests, within 50m minimum, but for most in excess of 150m.</li> <li>• NH presented the inshore/offshore cable route.</li> <li>• NH presented the Outline of clarification. The Habitat prediction model. Do have another ETG in May. Update materials throughout the examination process.</li> <li>• NH noted compared to Rampion 1 we have proposed a seasonal; restriction on the cable corridor for black seabream, herring and seahorse. Suspended sediment will be reduced in hours/days, will be low in magnitude.</li> </ul> <p><u>Comments/questions</u></p> <p><i>General comment and trenching</i></p> <p>TD – We are aware of the politics around energy. Is there going to be Implications for the project in terms of accelerating the work?</p> <p>NH – Not in terms of immediate process. CfD round has more opportunity, potential to apply every 12 months. No indication that any other part of the process timeline will change.</p> <p>TD – Trenching apparatus, in Rampion 1 did not go as hoped, i.e. issues with machinery. Is it fully submersible? Is it a new approach?</p> <p>NH – Yes, it is submersible. A combination, the majority of the cabling was completed with one piece of machinery. Potential for a barge and associated gravel bag deployments – awaiting feedback from Natural England to confirm the approach.</p> <p>TD – Micrositting, there is a limit to the complexity of the route. Are there any limitations? What is feasible?</p> <p>NH – RWE have taken a progressed cable routing process. Microsite within 50 to 150m of sensitive features. It is small-scale routing and has been positively received by stakeholders.</p> <p><i>Habitat Prediction Model</i></p> <p>SA – An issue, as you did not find kelp. It is hard to predict a habitat if it is not observed. Importance of ground-truthing. Being able to anticipate the extent of impact and kelp habitat in the cabling route. We have got the Royal Navy with dive surveys this summer. Ordnance removal for construction and timing. Has this been factored in?</p> <p>NH – Yes, in the Marine Archaeology chapter. Rampion 1 only three in total needed removed. We would go through that process in pre-construction. Additional data we would welcome incorporating this. If there are diver surveys, we will welcome that for our pre-construction report.</p> <p>SA – Importance of ground-truthing. I have requested the sharing of the raw data.</p> <p>AD – It is something we are restricted and could set up NDA with SWT, it cannot be shared outside the organisation if it is ahead of the ES publication. Wish to support SKRP as much as possible. Willaim to be in touch after Easter break, could set up a meeting with legal and yourself?</p>	<p><b>Meeting between AD and SA to be actioned regarding discussing legal options for sharing the raw data sets (draft NDA).</b></p>

Agenda Item	Notes	Actions
	<p>SA – That would be welcomed. Helpful for the science team. Set meeting with Dr Chris Yesson too, we can discuss further.</p> <p><i>Seasonal restriction</i></p> <p>SA – Figure 6.3.3/6.3.4 Coastal Processes Appendix. There is an Aggregate extension area, is that pre-existing? The image shows the spring tidal excursion buffer, will have some sedimentation impacts from finer sediment. A significant part of the SKRP area. Understand sedimentation will be short-term, for larger sediment. The appendix discusses the cumulative impact. Dredging the cabling route prior to the trenching. Annual aggregate amount 10% to 40% of that, over what timeframe.</p> <p>NH – We will need to confirm the licence areas which are active and which have expired. The timeframe will only be for the cable corridor over the course of three months (will need to confirm).</p> <p>SA – Is 10% within the offshore export cable corridor and 40% for the array area?</p> <p>NH – That is within the export cable corridor, clearance of cables or sand waves</p> <p>SA – Same sedimentation as 40% annual aggregate, in the space of three months. That is significant</p> <p>NH – 40% is the maximum scenario. Will need to confirm with the coastal processes author to make sure that is clear.</p> <p>SA – If there are further mitigation measures that can be made. 40% in the space of three months in a nearshore area. Where there is a higher abundance and diversity of microbenthic fauna and is our kelp area. that will be quite significant. Concern with regards to nearshore section. How can this be mitigated? Appreciate micro-siting the trenches. How do we minimise sediment dispersion?</p> <p>NH – Do not believe that was the intended outcome of that summary. Yes, it will be a combination of mitigations. It would be considered good practice in the method statement, cable lay method statement. Not a specific mitigation, but something we would draft for the DCO Application.</p> <p>END</p> <p>TD – It will not coincide with spawning periods, do you have a clear time in mind?</p> <p>NH – Primarily to align with seasonal restriction. No export construction between 1<sup>st</sup> March and 31<sup>st</sup> July. A phased approach is something we are considering and will be agreed upon with stakeholders.</p> <p>TD – Surprised, to see the sediment (chalk) persisted in the water column for Rampion 1. Concerns raised for cuttlefish by local fisheries. No interaction of trawling in that area.</p> <p>NH – Alternative technologies, trench smaller sediment plume. Aim to have a minimised impact by choosing advanced technologies.</p> <p>AD – Use of floatation pits contributed to Rampion 1 sediment, it will not be used in Rampion2.</p> <p>SA – Gravel bags on the seabed?</p> <p>NH – Like an oyster bag, these can be recovered and protecting the chalk. It is a possible option. Awaiting feedback from stakeholders.</p> <p>TD – is it possible to <b>share the presentation?</b></p> <p>NH – These have been circulated and can be recirculated and can include specific figures requested for others.</p>	<p><b>Recirculate the presentation and figures requested by TD.</b></p>
3	<p>NH noted there is a wealth of information that stakeholders are having to review, so if we can help by signposting, please get in touch. Circulate minutes, please review and highlight any figures/data you require. Draft mitigation plan will be a draft in the DCO Application. <i>No further comments. End of meeting.</i></p>	

<b>Rampion 2</b>		
<b>Evidence Plan Process: Offshore Cable Corridor Issues Targeted Meeting</b>		
<b>Date:</b> 15/2/2022	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (RR)	Marine Management Organisation (MMO)	Senior Case Manager
██████████ (JS)	Marine Management Organisation	Case Officer
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist
██████████ (LSC)	Centre for Environment, Fisheries and Aquaculture Science	Fish Ecology Specialist
██████████ (MG)	Centre for Environment, Fisheries and Aquaculture Science	Fisheries Regulatory Adviser
██████████ (JE)	Centre for Environment, Fisheries and Aquaculture Science	Benthic Ecology Specialist
██████████ (SS)	Centre for Environment, Fisheries and Aquaculture Science	Shellfish Adviser
██████████ (SWal)	Centre for Environment, Fisheries and Aquaculture Science	Coastal Processes Specialist
██████████ (EP)	Natural England (NE)	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (AA)	Natural England	Fish Ecology Specialist
██████████ (MA)	Natural England	Marine Ecology Specialist
██████████ (SB)	Environment Agency (EA)	Sustainable Places Planning Adviser
██████████ (DB)	Environment Agency	Technical Officer Fisheries
██████████ (SWar)	Sussex Wildlife Trust (SWT)	Living Seas Officer
██████████ (SA)	Sussex Wildlife Trust/ Sussex Kelp Restoration Project (SKRP)	Sussex Kelp Lead
██████████ (EL)	Sussex Inshore Fisheries & Conservation Authority (Sussex IFCA)	Conservation and Research Manager
██████████ (DL)	ABPmer	Physical Processes Specialist
██████████ (GE)	Global Maritime	Global Lead for Geosciences
██████████ (LM)	Global Maritime	GIS Technical Lead
██████████ (SL)	GoBe Consultants Ltd	Fish Ecology Specialist
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (RG)	RWE Renewables	Consents Manager
██████████ (AD)	RWE Renewables	Environmental Adviser
██████████ (FH)	RWE Renewables	Technical Due Diligence Specialist
<b>Apologies</b>		
██████████	GoBe Consultants Ltd	Offshore EIA Project Director
██████████	Marine Management Organisation	Case Manager
██████████	Marine Management Organisation	Case Manager
██████████	Centre for Environment, Fisheries and Aquaculture Science	Fisheries Adviser
██████████	Centre for Environment, Fisheries and Aquaculture Science	Fisheries Adviser
██████████	The Wildlife Trust (TWT)	Marine Planning Officer
██████████	The Wildlife Trust	Senior Marine Planning Officer



Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2a	<p>Offshore Cable Corridor Issues</p> <ul style="list-style-type: none"> <li>• Discussion on sensitive receptors, including black seabream nests and reef features</li> <li>• Presentation of mitigation measures which includes: <ul style="list-style-type: none"> <li>• The approach to mitigation;</li> <li>• Refinement of the offshore cable routeing; and</li> <li>• Seasonal restrictions.</li> </ul> </li> </ul>
2b	Discussion
3	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>• Attendee list. Participants made aware that the meeting was being recorded. No objections noted.</li> </ul>	
2a	<p>NH presented the background leading up to this targeted meeting, primarily S42 comments which need addressing before progressing to ES.</p> <p>NH presented a summary of the main issues and then outlined the mitigation approach proposed.</p> <p><b>Seasonal restrictions</b></p> <ul style="list-style-type: none"> <li>• Proposed export cable restriction seasonally from March to July (inclusive), which would avoid any export cable construction overlap with black seabream nesting behaviour.</li> </ul> <p><b>Reduction of secondary impacts through seabed disturbance</b></p> <ul style="list-style-type: none"> <li>• Within the context of construction, during the non-breeding period, which has been identified in the Technical Note as a maximum of 4-months construction activity. We would expect sediment transportation to return to normal ambient background natural state before the breeding season commences.</li> </ul> <p><b>Specialised equipment options</b></p> <ul style="list-style-type: none"> <li>• This will minimise the direct impact of disturbance as well as secondary disturbance/indirect impact of sediment disturbance. In order to keep this at a minimum, there are a number of technologies available. These could reduce the direct impact footprint in magnitude of an area of 1-5m. This, in context to other similarly successful applications for cable lay areas, is significantly reduced, with other projects known to be consented with cable lay equipment to an area of up to 15m. The exact technology is to be determined post consent, to allow for any future potential refinement and further advancement of technology.</li> </ul> <p><b>Refined cable routing</b> - to avoid all known black seabream nest features as far as practical</p> <ul style="list-style-type: none"> <li>• NH highlighted that RWE have undertaken a refined cable route exercise.</li> <li>• GE noted the slide summarises the identified routes from the onshore Horizontal Directional Drilling (HDD) area to the offshore array area. The process undertaken was to first understand the geological and geotechnical conditions along the cable route and environmental restrictions. The baseline for the route (first figure on the left) was to run it down the centre of the export cable corridor, which at this stage would provide the greatest amount of future flexibility and risk management from an engineering and development perspective. It took no consideration of either the geotechnical or geological or</li> </ul>	

Agenda Item	Notes	Actions
	<p>environmental constraints. The middle figure was undertaken to mitigate the environmental impacts along the route, but without a view to engineering or construction feasibility, it minimised route length in areas of chalk seabed and known areas of black seabream nesting. The last figure is an evolution onwards from the environmental mitigated route, this route examines engineering feasibility and construction. A straight path is taken from shoreline which represents an indicative HDD alignment and take the shortest path possible across the chalk area in the nearshore, seeking to route the cable within buried paleochannels along the remainder of the route and avoid known seabed features such as wrecks. Fortunately, the black seabream prefer to be in areas of shallow rock or rocky seabed, and we actively avoid these for burial and installation perspective. This is why the middle figure and the last figure, do not appear that distinct from one another.</p> <ul style="list-style-type: none"> <li>NH noted in summary, the primary mitigation is accepting a seasonal restriction. Secondly, adopting specialist cable laying technology to mitigate impacts on features. Thirdly, to ensure a cable routing micro-siting exercise to deliver avoidance of known black seabream nets features within a minimum target buffer of 50m as far as practical. Fourthly, utilising the cable routing design, to maximise cable burial thus providing seabed habitat recovery, in sediment areas in particular and reducing the need for secondary rock protection and minimising the potential for any long-term residual effects.</li> </ul>	
2b	<p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>NH led the discussion on the presentation and the information provided to date.</li> </ul> <p><u>Comments/questions:</u></p> <p>RR – The seasonal restriction is positive, we do welcome that. In terms of the dates, we do defer to Natural England.</p> <p>JE – It all looks good and positive from a habitat’s perspective.</p> <p>LSC – We would welcome the seasonal restrictions, look at the timing in discussion with Natural England. It is a positive starting point in terms of mitigation for black seabream.</p> <p>AA – To address the timing restriction the seasonal restriction is in line with Natural England’s advice on seasonality for that feature. From the black seabream side of things, excellent progress has been made since our last discussion. The inclusion of the seasonal restriction and the prediction of potential nesting areas, where aggregates surveys have not been run, allays a lot of our major concerns raised in the last discussion.</p> <p>END</p> <p>NH – The mitigation was derived to cover all sensitive features, the majority are aimed at black seabream, however, the mitigation measures also address some of the concerns around other sensitive features.</p> <p>EP – From the habitats point of view, we know you have looked at different trenching methods to minimise the footprint and that is positive, and you have looked for the shortest path through the chalk. We were not clear from this Technical Note your stance on floatation pits and if they are required. Have you looked at trenching methodologies to avoid that requirement?</p> <p>NH – In our last ETG on the 3 November 2021, we did agree that floatation pits would not be required, and they have been taken out of the maximum worst-case scenario (WCS) of design parameters. We will not look to utilise floatation pits, however, given the depth of water, it may be necessary to use some form of protection such as gravel matting.</p>	

Agenda Item	Notes	Actions
	<p>EP – It would be useful to detail the other methods you are looking at? As other methods do have their own potential impacts. It is a positive if you are not going to use the floatation pits, as we have a lot of concerns around that.</p> <p>GE – There are a couple of methodologies that we have considered, however, we are not committing to any of these at this stage. One we may consider is to use a shallow draft cable lay barge instead of a traditional cable lay vessel to get into those water depths. The concern that vessel operators may have is grounding the base of the barge onto a chalk seabed. A potential solution is with gravel bed protection to provide a suitable surface to lay the barge on. This could be loose gravel, which will be recovered, or gravel filled rock bags, which can be placed on the seabed and recovered afterwards. We are also considering several jack-up barges along the cable route to help manually handle the cable from a cable lay barge into the HDD entry point.</p> <p>EP – Useful to understand, we will take those away with us and provide you with some comments on those. This is the first we have heard of those options. On an initial thought, the spud-leg barge is possibly our preference of those two methods, due to concerns of gravel spreading around the area. We raised concerns about that on Rampion 1 when this was initially looked at.</p> <p>GE – Could you give us some comments back on the specific use of rock bags as well, instead of loose tipped gravel? We already foresee the use of rock-filled bags would be better in terms of not leaving behind any aggregates and being able to recover it.</p> <p>EP – On an initial thought the bags sound preferable as opposed to loose gravel.</p> <p>NH – We appreciate that this is the first time we have mentioned anything other than floatation pits. It is part of our progression since the last ETG to look at other alternatives. We can perhaps set up another discussion before the final application if necessary.</p> <p>END</p> <p>EP – The Clipping SSSI is still within the buffer area. Can I confirm this is definitely outside of that line as it is not clear on the diagram?</p> <p>NH – The onshore landfall Red Line Boundary (RLB) does still overlap with Clipping SSSI. This is to allow for an area for HDD works, which would be underneath the cliff face and the intertidal area and not on the surface of the beach. This has not been removed to allow space for the HDD within the onshore RLB.</p> <p>END</p> <p>AA – From the Technical Note, it is difficult to read some of the figures, such as the depth contours. In terms of readability, how were the possible nests, in Figure 5, were identified and mapped? My assumption is it has something to do with the depth contour as they only occur shoreward of the known nesting sites. It would be really useful to understand the methodology around the possible bream nest classification. If that is just part of the routing study, can that be provided to us?</p> <p>NH – The figure on <i>Slide 9</i> of the presentation, the green known areas are from the 2020 aggregate black seabream surveys. The possible nests or biogenic reef features are shown in magenta, identified from the geophysical survey.</p> <p>AA – What is the criteria for being black seabream identified versus not? There are reefs to the south, why are those not shown in magenta?</p> <p>NH – The geophysical data from the habitat modelling, shows there were patches but no significant potential nest areas. The areas further south are rock reef habitat, but not black seabream identified. This was taking into consideration ground-truth video data from drop down video (DDV) surveys, as well as geophysical data. I can <b>double-check the exact criteria to what proportion of both were utilised in the Ocean Ecology Limited (OEL) Model</b>. However, it was ground-truthed with DDV, after the publication of the PEIR, so more data will be available in our modelled report from OEL in the ES submission.</p>	<p>NH (tbc)</p>

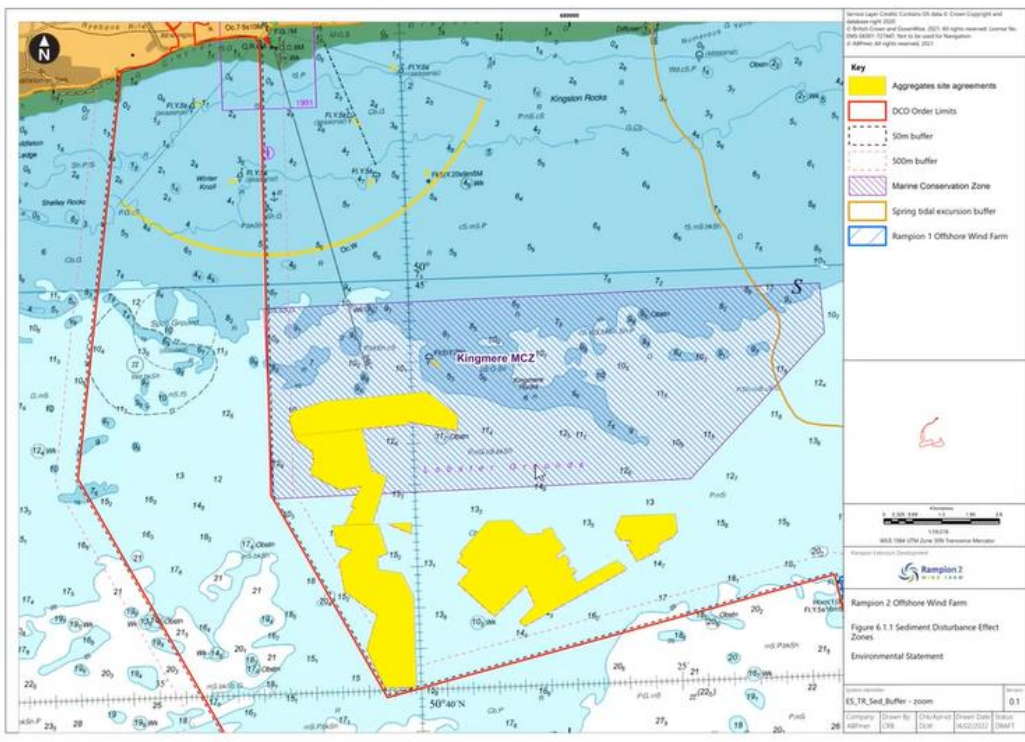
Agenda Item	Notes	Actions
	<p>AA – The geophysical survey was in July-August, which is unlikely to capture significant black seabream nesting activity, which occurs mainly in May. Having a more detailed understanding, of the criteria for mapping and predicting black seabream areas would be useful in improving our confidence even further.</p> <p>NH – The aim would be to undertake a pre-construction full geotechnical and geophysical survey to update this routing model. To update or identify any changes, such as a shift in black seabream nests. We have contacted the aggregates industry to obtain the 2021 data, if that would be helpful?</p> <p>AA – There is huge inter-annual variability between nesting areas. I would recommend using multiple years’ worth of data. If the upcoming geophysical survey can be timed for during the nesting season that would be useful in terms of directly observe over the entire cable corridor nests which may occur, with a caveat that would be one year of data.</p> <p>NH—This work would be underpinned by that pre-construction survey to ensure we have the most up to date <i>in situ</i> geophysical data available.</p> <p>END</p> <p>EP – We need to recognise that you are looking at methods to reduce the amount of chalk affected while recognising that any impact to chalk is not able to recover. You need to make that clear and recognise in the ES. In the Technical Note, you stated that you had mapped the most prominent areas of <i>Sabellaria</i> reef, how are these selected and what was the criteria for mapping.</p> <p>NH – The subtidal benthic report has been updated and how the model utilised both the DDV sampling and the predictive mapping, will be explained in the ES. In terms of the use predominant, <i>Sabellaria</i> was not found on any of the DDV or grab survey areas at a high enough record to be classified as a reef, it was individuals or small clumps.</p> <p>EP – Useful to understand. For the trenching methodology, we know you have committed to minimising but suggested a few different options, however, you are unable to commit at this stage. How will it work in terms of WCS in the assessment?</p> <p>NH – Our WCS in terms of the impact from trenching has not changed since PEIR, we are assessing a standard approach for sediment transport and deposition. However, if it is agreed that mitigations would reduce the sensitivity and impact, then we can incorporate that into the ES, but we will not be able to pick one particular methodology.</p> <p>DL – We prefer not to focus on specific technologies and the assessment considers a maximum design scenario (MDS) of the maximum cross-section of the trench displaced in some way from the seabed into the water column and carried downstream by currents. The only thing an alternative technology can do is reduce the proportion of sediment that might be affected. We consider in our assessment the various sediments, i.e. if it is relatively fine it can stay in suspension for longer, if it is more energetic and suspended higher into the water column, it may be carried further before it is deposited. We would look at the total volume of sediment present, which is a limited amount, due to the finite trench size, and if the volume of sediment is spread over an area. This is where we trade off the thickness of the deposit that might occur against the extent of that deposit. We provide a range of different results in the ES, recognising that it is not possible to predict exactly what the final distribution of sediment will be. The 50m buffer, along with others, are used to characterise distances which certain maximum conditions can be realistically expected. The 50m buffer should include any gravels or larger clumps, which will not travel further than a few 10s of meters at the most. If sands are travelling greater than that distance they will be deposited fairly uniformly; the assumption would be that the thickness will be limited. This is the approach taken with our spreadsheet-based approaches, it realistically captures the full volume of sediment that may be displaced. All of the mitigation measures discussed can only reduce the various component parts of that</p>	

Agenda Item	Notes	Actions
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and reduce the assumed final outcome. We do not take into account directionality, as depending on the timing of the activity, the tide direction may result in no effect whatsoever.

EP – We have some outstanding comments on the Coastal Processes chapter. There is limited information in this Technical Note, and we want to make sure those points are well evidenced in the Coastal Processes section. It is good to assess the WCS and we would support you looking at this kind of trenching method that minimises the footprint and the amount of disturbance. As long as it is assessed as the WCS and looking at these measures to improve the situation, that is a positive.

NH – Presented a figure on ES provisional buffers (see below). The export cable corridor is taking into account an overall RLB WCS approach, the fine dotted line, is the 50m buffer and the secondary fine dotted line would be the 500m buffer as the WCS for sediment movement. This has taken a precautionary approach across the whole of the export cable corridor. However, as noted in the Technical Note, we have flexibility within the cable corridor for the trenching micrositing of the route. The buffers will be unlikely to be located at the edge of the most extreme side of the cable corridor, it will be microsited within that cable corridor.



EP – That is useful to understand. Can we have a copy of that diagram?

NH – We can, the intention is to send through the Coastal Processes Technical Annexes in the next couple of weeks. In order for you to review them and comment before we start the next round of ETGs. At the very least before we submit the application, we can take onboard any remaining comments.

EP – That is useful and helpful to keep us up to date on timelines. What can we expect in the next few months and what the timelines are, perhaps discuss in a separate conversation on that via email?

LM – For the 50m buffer, in terms of the routing methodology, we applied that to the inside of the corridor when we were routing. We were trying to pre-empt the effect that there would be sediment within the water column and keep that 50m buffer within the corridor itself. Hopefully, that is a more prudent approach than presented in that figure.

END



Agenda Item	Notes	Actions
	<p>MA – With regards to the Technical Note, I have some comments around recoverability and how fast these habitats can recover? The evidence for recoverability is quite weak, it would be good to see the text address those terms e.g. <i>Sabellaria</i> recoverability depends on the circumstances. I have concerns around how quickly or if at all black seabream nests can recover. This document could be referred to in the future, so it is important to get that right.</p> <p>NH – Would you like to submit some of these further queries for us to respond to in more detail following today?</p> <p>EP – We will submit some written comments on the Technical Note, if helpful?</p> <p>NH – Yes, we can then address remaining concerns. It would be useful to seek some general agreement on the overall approach of the mitigation. A remaining comment across the board from Natural England, the MMO and Cefas, was our disagreement in our baseline data gathering and significance of the assessment. Given we are now going to incorporate these mitigations in the ES, would those levels of effects being reduced be accepted?</p> <p>EP – From a black seabream perspective we are happy in terms of the cable corridor and the seasonal restriction is much more of what we wanted to see. There are minor comments that we will send through. For the benthic habitat is a question of recoverability, and the element around the nearshore and the method used, we wish to look further at the other methods you are proposing. Progress has been made.</p> <p>NH – In terms of the concern around data gathering and the use of multi-time series data. If these mitigations can be put forward and the minor comments agreed are Natural England content we have sufficient mitigations in place, to go forward with the assessment?</p> <p>AA – The multi-year data question, largely yes, the mitigation addresses the major issues. The uncertainty is the predictive modelling has it done the job of additional data collection? Having a closer look at how those pink areas are mapped. I know there is uncertainty around bream habitat requirements and recoverability. Seasonal restriction and micrositing the cable routing around these features, most concerns have been allayed, but we are seeking extra confidence in the existing methodology before we can confirm we are comfortable with the approach.</p> <p>NH – There are areas we have identified as rock reef further to the south, but we are micrositing to avoid. Once we get to the paleochannel area, it would be the preference to allow better burial and avoid rocky reef/<i>Sabellaria</i>/black seabream potential nests. Avoidance is an important element.</p> <p>AA – I agree; however, I am concerned if there is a need to do some of the cable route within the seasonal restriction in the south, having an inconsistent approach, which is why I am keen to have an understanding of the criteria for possible nests.</p> <p>RR – We would also prefer everything written down in terms of what AA has raised.</p> <p>END</p> <p>NH – There will be the Coastal Process Technical Appendices, which we will seek to get to you as soon as possible for comment, which should address any remaining issues on sediment transport. There will also be an updated Benthic Habitat Report, which takes into consideration the survey data which was not included at PEIR and has a full explanation as to how that model was derived, which was the basis of the cable routing figures that were presented in the Technical Note. To clarify the OEL geophysical habitat mapping figures will be slightly different to those presented today. The cable routing exercise was a commercial exercise, so we will not be able to share any additional detailed drawings, than those already provided in the technical report.</p> <p>END</p> <p>SA – Are the four export cables laid in one trench?</p>	

Agenda Item	Notes	Actions
	<p>NH – The distances we have presented take into consideration the entire area requirement for all four cables.</p> <p>GE – We have some diagrams which show the overall cable corridor width and where we have planned cables within them, each of the cables will go into their own trench. They have to due to electrical interference effects. To date, we have not done detailed micrositing and routing of the cables within the overall cable corridor, as we do not have a sufficient site-specific data at the moment to do so.</p> <div data-bbox="296 436 1268 1093" data-label="Diagram"> <p>The diagram illustrates two corridor width scenarios. The wider corridor (top) has a total width of 725 m, with 75 m spacing between four cables. The narrower corridor (bottom) has a total width of 100 m, with 50 m spacing between cables. A 250 m buffer is shown from the outer cable to the nearest constraint. A legend identifies the green line as the 'Indicative export cable route', the purple line as the 'Refined export cable corridor', and the dashed line as the 'Refined export cable corridor centreline'.</p> </div> <p>LM – We had two different corridor width scenarios, a wider and a minimum width corridor. The wider allows for 75m spacing between the four cables themselves and an additional 250m from the outer cable to the nearest constraint buffer. All the corridor widths are based on a setback from the corridor to the 50m buffer, the corridor width is based on the corridor itself, not the cables, which allows some flexibility. The four cables have been traced with the appropriate offset from that centre line, which forms the wider corridor. The narrow corridor is 100m outside buffer and then a 50m separation between cables. 100m allows for a decent setback from the outside cable to the edge of the corridor, plus the 50m buffer outside the corridor, so there are a few layers of contingency built into the setbacks from the constraints.</p> <p>SA – For micrositing, you mentioned the assessments, from a benthic habitat point of view there are concerns about the limitations of the habitat prediction models used, with data mostly from 2020. So, will there not be any further habitat assessments or conditions on those habitats prior to the ES being submitted?</p> <p>NH – Yet to undertake our final ES, the data presented at PEIR has been added to with an updated benthic habitat model the PEIR data was based purely on a desk-based study and partial <i>in situ</i> data.</p> <p>SA – Is the new baseline based on new data or just ground-truthing the old data?</p> <p>NH - Ground truthing, as it was a single survey effort, the data was not worked up in time for PEIR. The full data set has been incorporated into this cable routing exercise. Our ES assessment will take that into consideration.</p> <p>SA – The timeline between this and pre-construction assessments, could that be a number of years, when are they? When is construction?</p> <p>NH – Pre-construction surveys will inform the final micrositing of the cable. The pre-construction survey will be undertaken within 12-months of construction. To allow us to have up to date information on the ground-truthing of the black seabream nests. The construction start date will be determined by the length of examination but will</p>	

Agenda Item	Notes	Actions
	<p>likely be the end of 2024, preconstruction surveys would occur therefore at the earliest in 2024.</p> <p>SA – Would it not be more cost-effective to do this earlier, to minimise delays? Concerns around limitations of the benthic habitat modelling and the timeframes we are looking at a 4-year gap between the original data and the new surveys. Your siting of the cables may need to change significantly.</p> <p>NH – Those routing exercises did incorporate a time series data from the aggregates monitoring of the bream nests in the area dating back prior to 2020. We do appreciate there is a slight annual variance in some of these features, which is why we incorporated the use of the model. We are confident our data is up to date; however, the risk would be to collect data now which would then be out of date for construction. We will look to update our geophysical data nearer to the point of construction, so we have confidence on any features which may have shifted since our assessment in 2020.</p> <p>SA – The aggregate data for black seabream, is not the benthic habitat data for the Sussex Kelp Restoration Project (SKRP) we would like to have some mitigation or further degrees of mitigation, so those areas are not overlooked. In the Technical Note, it discusses jet and mechanical trenching, and that 54% of the route has to be mechanical trenching through rock. What is considered rock and what is chalk? Based on previous points raised for sedimentation, dispersal is further for chalk. Could we get more details on that, and what the differences are?</p> <p>GE – When we use the term rock, we are including chalk from an engineering context. The other part of the route are those areas of tertiary sediments preferentially cemented with silica or carbonate cement. From an engineering perspective, those are problematic to trench and therefore we avoid them. The difference between the tools; the jetting tool seeks to introduce enough water into the seabed, so the seabed fluidises, the cable is able to sink down through that fluidised soil and the soil then reconsolidates around the cable, as the water disperses; The mechanical trencher uses a mechanical cutting chain in cemented soils and rocks to mechanically cut and abrade a very narrow slot trench, through those lithologies, so that the cable can be placed down in that trench for protection. Some of the mechanical trenches may be jet-assisted as well to prevent adhesion of soils to the chain and to make sure if there are any sediments at the surface that they are kept clear of the trench to allow the cable to touch down at the desired depth.</p> <p>SA – Ultimately anything that is chalk has to be mechanically trenched. Would it be right to assume that 54% of the majority is chalk?</p> <p>GE – Yes, the chalk will need to be mechanically trenched.</p> <p>NH – No the 54% is not all chalk. This is based on broad-scale data collected for EIA assessment, the finer pre-construction survey would allow us to get geotechnical information we would need to confidently identify the rock composition and the cutting method required.</p> <p>DL – On the impact of sediment resuspension and deposition outside the immediate vicinity of the cable route. Our approach is very conservative, we are assuming a 2m wide by 1m deep trench, and that entire cross-section and volume of sediment is being ejected high above the seabed, drift downstream, and settle in significant quantities elsewhere. There is uncertainty about which tools will be used. In practice, only a small proportion of material in that trench cross-section will be displaced and therefore there is not very much volume of sediment to settle elsewhere. Any impacts on the seabed elsewhere are likely to be very limited in comparison to what we are able to assess at this early stage.</p> <p>SA – That makes it clearer. Concerned around the limitations of data and the predictive modelling specifically in relation to benthic habitat. Looking for reassurances, with the ES being submitted that there is with the pre-construction</p>	

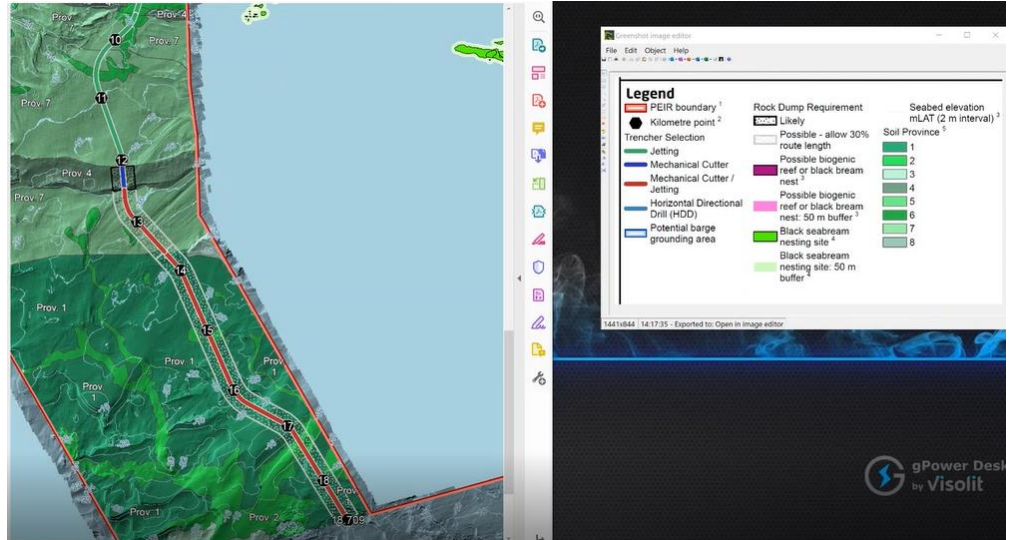
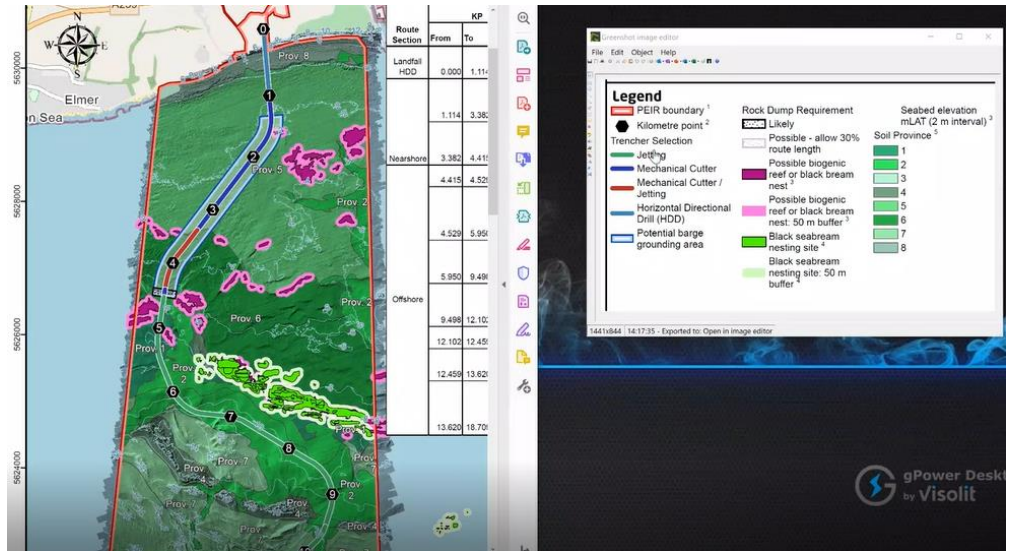


Agenda Item	Notes	Actions
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surveys scope within the mitigation to respond to new data and enhance that data to have a bearing on engineering discussions.

NH – The model can be updated with any further data collected. We are therefore not just relying on in situ ground-truth data, it means we can keep updating the model with any data that becomes available, to inform further decisions.

LM – As you can see in the figure (see below), it proposes where we might have to use different trencher options. The second figure (see below) shows the mechanical cutter option for the remainder of the route.



SA – Where you have mechanical/jetting in Province 1, is that because there is less certainty around the mapping of that area?

GE – Provanice 1 contains tertiary rock types which are partially cemented in individual horizons and layers. Without detailed geotechnical surveys, which the project will acquire in due course, it is not possible to understand where these cemented layers might be and the proportion of those cemented layers in the overall bulk volume of that tertiary unit for offshore. At the moment, we anticipate some of that section will be possible with jetting, others will require mechanical cutting.

SA – The geological surveys as well as the benthic habitat for the deeper areas, is equally as significant for us.

NH -Hopefully, the updated benthic habitat map will elevate some of those concerns. We did include the updated benthic habitat map in the Technical Note, so it does show more granularity in the deeper areas of habitat, which had previously been at a higher level of sediment attributes when using the desk-based data. The habitat model

Agenda Item	Notes	Actions
	<p>demonstrates it now at a much higher resolution than available through desk-based studies.</p> <p>END</p> <p>EL – Most points covered already. The benthic habitat map, which will be in the ES, in terms of the biogenic reef, in the Technical Note you considered <i>Sabellaria</i> and has been pulled out as a sensitive receptor. Are you going to pull out blue mussel biogenic reef and kelp habitats?</p> <p>NH – Yes, they were considered in terms of the benthic chapter, and the fish and shellfish chapter, for <i>Sabellaria</i> reef and blue mussels. They have been screened out from some of the neighbouring designations, because of distance from the site due to no connectivity. Where there has been a request to screen them back in at S42 comments, we have taken that on board and we will update the ES assessment.</p>	
3	<p>NH summarised all attendees agreed it has been a very positive discussion and we have hopefully demonstrated through the Technical Note and the mitigations put forward, that we have confidence in the baseline data and through the implementation of these mitigations, that the significant effects taken forward to ES are acceptable by all stakeholders. We would appreciate feedback in writing on any comments remaining concerns, so we can address these.</p> <p>NH noted the Coastal Process Technical Appendices and the updated Benthic Habitat Mapping Report, which is an appendix to the Benthic, subtidal and intertidal ecology ES chapter, which will be sent out in the next couple of weeks. We appreciate there will be a one-month turnaround for any comments. It would be beneficial to have the feedback before the offshore ETGs in April.</p> <p>NH noted these ETGs will inform the wider stakeholder group of the targeted meeting outcomes, gaining agreement on any minor issues and progressing to any remaining areas for Statement of Common Ground for Examination. We are hoping to submit the DCO Application in the Summer, therefore, April will be our last round of pre-application ETGs. We are happy to set up additional one-to-one meetings to address any concerns if necessary e.g. Floatation pit alternatives.</p> <p>We would like to progress with the ES assessment as planned. We have revised our programme, to take into consideration all of the S42 feedback and incorporate your comments into the ES chapters.</p> <p>EP – Would it be possible to have something in writing as well on the alternatives to the floatation pits, is possible?</p> <p>NH – Yes, that should be possible, it might be easier to communicate directly via email?</p> <p>SL – Are you looking for a written commitment that the Project has removed floatation pits from the design envelope?</p> <p>EP – We want to understand what other methods you are looking at. You can commit to removing the floatation pits and that is useful, but that does not solve the issue around cable laying. As the other solutions may have their impacts we will want to comment on them.</p> <p>END</p> <p>NH noted the SWT and the SKRP requested a meeting, pending today's discussions and the Noise Mitigation Targeted Meeting.</p> <p>SWar – We are talking to our colleagues at the TWT and those dealing with the terrestrial ecology to see if there is anything to follow up with you on a one-to-one. I will let you know as soon as possible.</p> <p>SA – It would be great to have a specific SKRP meeting. It would be good to have the benthic habitat mapping update in advance of the meeting, where all our questions would be covered.</p>	

Agenda Item	Notes	Actions
	<p>END</p> <p>AD and NH thanked all attendees for the helpful discussion. NH noted minutes will be issued for comments and reports will be with stakeholders soon.</p> <p><i>No other matters were raised. End of meeting.</i></p>	

Rampion 2 Evidence Plan Process: Marine Archaeology Targeted Meeting		
Date: 22/3/2022		Location: Videoconference via Microsoft Teams
Attendees		
██████████ (JS)	Marine Management Organisation (MMO)	Case Officer
██████████ (RR)	Marine Management Organisation	Senior Case Manager
██████████ (CP)	Historic England (HE)	Head of Marine Planning
██████████ (JC)	Historic England	Science Adviser (South East)
██████████ (CH)	Maritime Archaeology	Marine Archaeology Specialist
██████████ (HA)	Maritime Archaeology	Marine Archaeology Specialist
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (AD)	RWE Renewables	Offshore Consents Manager
Apologies		
██████████	Wood Plc	Overall EIA Project Manager
██████████	RWE Renewables	Senior Consents Manager

Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Marine Archaeology concerns <ul style="list-style-type: none"> <li>• Discussion on S42 comments associated with Marine Archaeology</li> <li>• Review and discuss any concerns or issues with the draft WSI</li> </ul>
3	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>• NH ran through the purpose of the meeting. The ES chapters are in the process of being drafted so we are able to show the indicative ES Assessment Boundary Red Line Boundary (RLB) for the Project. The meeting will also show how the individual stakeholder concerns from the S42 comments are being addressed. Focus on comments from HE and MMO in today's meeting.</li> </ul>	
2	<p>CH ran through a project update and highlight the S42 comments that will be discussed further in this meeting. ES chapter is currently in draft and changes will be clearly outlined in the ETG in April. CH noted the RLB for the ES Assessment Boundary has reduced from the previous RLB for PEIR (see Figure on <i>Slide 8</i>).</p> <p><b>Updated scoping of the assessment</b></p> <ul style="list-style-type: none"> <li>• CH presented a table showing the impacts/activities scoped in to the ES and a flow chart on the scope of the assessment. Impacts have been assessed using this methodology and have been refined and outlined in the chapter.</li> </ul> <p><b>Updated Embedded Environmental Measures</b></p> <ul style="list-style-type: none"> <li>• CH presented the updated environmental measures and marked in red where the changes are following S42 response recommendations by HE and the MMO.</li> <li>• CH noted that C-59 has been updated to show the Project will be actively engaged in the process of the geotechnical surveys.</li> <li>• CH noted for C-60, all data collected through the lifetime of the project will be included.</li> <li>• CH noted C-330, post-construction monitoring plan. To ensure archaeological inputs are being sourced throughout the Project. This can be done in line with other aspects that have similar post-construction monitoring.</li> </ul>	

Agenda Item	Notes	Actions
	<p><b>Geoarchaeology update</b></p> <ul style="list-style-type: none"> <li>• CH presented a summary of the baseline – <i>Slide 17</i> and following PEIR – <i>Slide 18</i>.</li> <li>• CH presented a figure (<i>Slide 19</i>) that shows the submerged paleo-Arun valley and the area mapped by the sub-bottom data. All the channels and river valleys were described in the PEIR Assessment. The figure shows areas where offshore peat/clay exposures have been identified in the subtidal benthic ecology report.</li> <li>• CH noted the onshore desk-based Geoarchaeological &amp; Paleoenvironmental Assessment Report is in draft – should be with stakeholders soon.</li> <li>• CH presented a figure (<i>Slide 21</i>) of the preliminary core locations. Worst-case scenario (WCS) of cores, vibrocores and cone penetration test (CPT) being collected across the area. A large geotechnical campaign is being planned. It is also very likely that cores along the cable corridor will be collected and will be included in the method statement.</li> <li>• CH noted the transect across to capture the channel edge and deposits. However, these are not the final positions. These cores can be moved to ensure we cover the area but also have transects going across the features of interest. We are also focusing on the channel picked up during Rampion 1. The campaign will start once we have a method statement.</li> </ul> <p><b>Historical Seascape Characterisation (HSC)</b></p> <ul style="list-style-type: none"> <li>• HA presented HSC and the broad character types focused on for Rampion 2. HA also provided an update on the HSC (<i>Slide 25</i>).</li> <li>• HA presented a figure on the broad character types (<i>Slide 26</i>). The dominance of navigation and fishing is shown here. Data can map changes over time, for each of the broader character types, the impact from Rampion 2 has been assessed.</li> <li>• HA discussed and presented on: Navigation, Industry, Fishing, Ports and docks, Coastal infrastructure, Communications, Military, Settlements, Recreations, Cultural topography, Woodlands (<i>Slide 27 - 37</i>). Overall, changes to the HSC by Rampion 2 are likely to be temporary or contribute to existing perceptions of this very dynamic area.</li> <li>• CH noted the HSC has now been included in the assessment at every stage and is clearly outlined with reference to how it has been considered. CH highlighted that HA summary is a summary and the details necessary are contained within the Technical Report and the ES Chapter.</li> </ul> <p><b>Roadmap 2022</b></p> <p>NH highlighted the progress with the chapter assessments and associated appendices. We will be looking to agree on the draft WSI in principle prior to our DCO application at the start of Q3 2022. We are aiming for Summertime for our application.</p> <p><u>Comments/questions:</u></p> <p>CP – What is the timetable for the production of the method statement?</p> <p>CH –It will be presented as soon as the Project is ready to commit to when the geotechnical campaign should begin. We are dependent on some information from the Project.</p> <p>NH – That would be post-application for a detailed method statement.</p> <p>END</p> <p>CP – Can you explain the Mitigation, Monitoring and Enhancement Register (MMER)? Will it part of the submitted DCO application?</p> <p>NH – It is a progression of the commitments register. The numbering has been maintained from PEIR. As we are moving ahead to our DCO application, the name of the document has changed to MMER. As it needs to address more than commitments it will also include a wide variety of documents including mitigations, enhancements or monitoring activities. Where we have been asked to consider specific wording, this is</p>	

Agenda Item	Notes	Actions
	<p>where we would like to agree on specific changes to these commitments. It will remain as a live document and interlinked into other documents.</p> <p>CP – If it is ‘live’, what is your intention for submission and its reference within any draft DCO certified documents?</p> <p>NH – It can cross-reference to other documentation. It is important to agree the wording at this stage as any commitments that are submitted at the DCO, if high level we can retain and add further detail but the wording cannot be changed whereby it would change the commitment post DCO application. Additional detail will belong in other documents e.g. SoCG, Method Statement, WSI etc. and these can be referred to.</p> <p>CP – It is not your intention to include it as a certified document in the DCO?</p> <p>NH – No, it is not a requirement to, but it will be included as additional information.</p> <p>CP – MMER - What are the enhancement factors?</p> <p>NH – It is an all-encompassing document and will include other aspects onshore and offshore. For marine archaeology, it would not necessarily go down the enhancement route.</p> <p>CP – The National Policy Statement (NPS), has terms used in it such as the ability to gain information and build knowledge and understanding. Are you being prescriptive in your interpretation of terminology and seeing them as different, in which how can we capture the beneficial gain element?</p> <p>NH – Something we can look at in regard to specific wording or an introduction of another commitment. Not necessarily enhancing directly to any form of the historic environment, but the process and the infrastructure behind it e.g. open access data.</p> <p>CP – Mitigation for the risk of impact can also benefit those elements whereby through that same evaluation exercise we can gain knowledge and understanding.</p> <p>CH – C-59 is touching on the positive impacts by mentioning publication. Rather than using avoidance, we use a different methodology, for the mitigation of the impact of geotechnical works, mitigation by gathering information.</p> <p>CP – You alluded to optimising the strategy for geotechnical material recovery and developing the knowledge and understanding to better inform the delivery of this Project. There is the capacity there and the potential from the geophysical data of what might be present in terms of paleo-archaeological remains and the possibility of encountering artefactual evidence.</p> <p>CH – I agree. In terms of the draft NPS September 2021 update. The application will be working toward both the previous and draft NPS and will present information in the ES.</p> <p>END</p> <p>CP – In the draft DCO and dML, that conventional suite of conditions for mitigation, can we anticipate their inclusion?</p> <p>NH – Yes, that would be the case.</p> <p>CP – Subject to examination and consent, that crucial period where engineering specifications are finalised, which informs the survey programme. That we are immediately in a position of engagement, to optimise the high-resolution data gathering as you have the specifications to be delivered?</p> <p>CH – We are aware of it; it is clearly stated in the WSI, and we have to refer back to that. We are updated on any campaigns going out as part of the cross-aspect collaboration.</p> <p>NH – These targeted meetings are happening across all aspects. We are trying to agree on mitigations and ways forward. We will be doing the standard pre-construction surveys of the cable corridor but will incorporate ground-truthing of our ES data for the black seabream nests. All these standard commitments and method statements are</p>	



Agenda Item	Notes	Actions
	<p>already being taken into consideration. It is another stage of the Project, and we cannot plan in detail until we are further into the application process.</p> <p>END</p> <p>JC – The C-59 is now more proactive, which is welcomed. Are there going to be a series of geotechnical campaigns?</p> <p>CH – This is the WCS in terms of wind turbine locations. Boreholes can go deeper and are useful for geotechnical works for engineers. Vibrocores, do not normally go below 7m and they are retained in their liners, half of the core for geotechnical and half is retained in the position that it was collected.</p> <p>JC – Dots on the figure are the locations for vibrocores on the piles?</p> <p>CH – Shallower areas and the cable route would likely be vibrocores, look at water depth etc. Ensure archaeologists are involved in the whole process. Expect different campaigns due to the size of the area and different techniques used. Furthermore, the engineer’s questions may not be answered on the first campaign.</p> <p>NH – All dots are possible locations of turbines/cores. We are not committing to take a core at every location. It would be dependent on the final turbine layout decided post-consent. Campaigns would be determined by the number of cores and how many, we cannot know at this stage as the footprint is to be decided.</p> <p>JC – There should be geo-archaeological input into the selection of vibrocores. The diamonds on the figure are they the purposive geoarchaeological cores?</p> <p>CH – To also request that the vessel retains the cores as they are. The diamonds are the indication of areas we are interested in. This will be discussed and clarified in the method statement.</p> <p>JC – An opportunity to refine any information obtained during an initial campaign as part of the next if it is in the same place. The peat diamonds are you going to target them?</p> <p>CH – They were described as peat or clay deposits. We have seen the drop-down camera footage and it did not look like a peat outcrop. Something that will be explored further once we know the locations.</p> <p>JC –In terms of an indicative process, it looks fine and an improvement from PEIR. An issue with Rampion 1 OWF, is there was no log/list of samples taken and where they were held. Can we have something in this document?</p> <p>CH –Update the relevant sections in the WSI. Stage 1 Report outlines all the cores we have and core logs and photographs as an appendix. Stage 2 narrows it down. Stage 3 are the subsamples from these vibrocores.</p> <p>JC – Will there be an impact on the foreshore area? Will there be HDD?</p> <p>CH – Yes, before HDD, we will ensure all marine heritage receptors are being avoided as per the commitments.</p> <p>JC – The foreshore intertidal area is also the overlap. There are interesting deposits on Climping beach. HDD will mean no impact?</p> <p>CH – Yes, we are going underneath it. I believe the onshore team, will have watching briefs on this area.</p> <p>JC – Queried further cores/fieldwork? If there were peat deposits, would mitigation only be by means of an analysis of the borehole cores that have been taken or would you envisage divers?</p> <p>CH – That would have to be in the method statement. However, that will have to be a Project internal discussion. Within the WSI we have added and strengthened the different ways of ensuring the receptors on the seafloor are mitigated by further investigation. The updated wording for C-60, is focussing on ensuring we are not just avoiding things.</p>	

Agenda Item	Notes	Actions
	<p>JC – References in the text hinted at that. Sounds much clearer than the PEIR and sounds reasonable.</p> <p>END</p> <p>NH – Are there any other discussion points?</p> <p>RR – If HE are content then we are content.</p>	
3	<p>NH noted the importance of agreement on those reworded commitments, particularly C-330 which was included in order to address some of the S42 comments and if there were any comments on the WSI?</p> <p>CP – You would like comments back on the MMER?</p> <p>NH – Mainly to agree on the wording. We will include a list of all the S42 comments in the ES and how we have addressed them.</p> <p>CP – Can we expect something from you regarding a deadline?</p> <p>NH – They were part of the WSI circulated last month. Comments on the WSI would be appreciated, if not a clear agreement that you are happy for the WSI to proceed to the ES DCO application and the reworded commitments would be greatly appreciated.</p> <p>CP – Will HSC be covered at the meeting on the 14<sup>th</sup>?</p> <p>NH – Yes. The more complex S42 comments came from mainly HE, which is why we wanted to have this targeted meeting. The overview can be provided in ETG, and agreements made.</p> <p>CP – Will today’s slides be provided to view the HSC summary? We could get those comments back to you before the meeting on the 14<sup>th</sup> of April.</p> <p>NH – Yes, as it will be our last opportunity to speak to all stakeholders in one place and get a clear agreement/group discussion. If we could get those comments from you, we can adapt what we have presented today.</p> <p>CH – Slide and summary can be provided but it needs to be noted that it is taken out of context. The Technical Report (Appendix to the ES) will include the whole text.</p> <p>CP – Everything we say now will be caveated by what we see in the final application.</p> <p>END</p> <p>NH noted there were a couple of actions:</p> <ul style="list-style-type: none"> <li>• <b>HE/MMO to provide clarification on the agreement to the updated embedded mitigation measures (Slide 15)</b></li> <li>• <b>HE/MMO to outline any further comments or concerns on the WSI distributed prior to this meeting.</b></li> </ul> <p><i>No other matters were raised. End of meeting.</i></p>	



<b>Rampion 2</b>		
<b>Evidence Plan Process: Underwater Noise Mitigation Targeted Meeting</b>		
<b>Date:</b> 24/2/2022	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (RR)	Marine Management Organisation (MMO)	Senior Case Manager
██████████ (JS)	Marine Management Organisation	Case Officer
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist
██████████ (LSC)	Centre for Environment, Fisheries and Aquaculture Science	Fish Ecology Specialist
██████████ (MG)	Centre for Environment, Fisheries and Aquaculture Science	Fisheries Regulatory Adviser
██████████ (GE)	Centre for Environment, Fisheries and Aquaculture Science	Fisheries Adviser
██████████ (EP)	Natural England (NE)	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (AA)	Natural England	Fish Ecology Specialist
██████████ (DB)	Environment Agency	Technical Officer Fisheries
██████████ (SW)	Sussex Wildlife Trust (SWT)	Living Seas Officer
██████████ (TD)	Sussex Inshore Fisheries & Conservation Authority (Sussex IFCA)	Chief Fisheries & Conservation Officer
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (SL)	GoBe Consultants Ltd	Fish Ecology Specialist
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (VW)	RWE Renewables	Project Manager
██████████ (AD)	RWE Renewables	Offshore Consents Manager
██████████ (RH)	RWE Renewables	Foundations Package Manager
<b>Apologies</b>		
██████████	Marine Management Organisation	Case Manager
██████████	Marine Management Organisation	Case Manager
██████████	The Wildlife Trust (TWT)	Marine Planning Officer
██████████	The Wildlife Trust	Senior Marine Planning Officer
██████████	Sussex Inshore Fisheries & Conservation Authority	Conservation and Research Manager
██████████	RWE Renewables	Senior Consents Manager

<b>Agenda Item</b>	<b>Agenda Item</b>
<b>1</b>	Welcome and previous meeting action points
<b>2</b>	Noise Mitigation <ul style="list-style-type: none"> <li>• Overview of sensitive receptors and potential impacts</li> <li>• Underwater noise modelling</li> <li>• Discussion on offshore piling mitigation</li> </ul>
<b>3</b>	AOB and meeting wrap up

## Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>Attendee list and general housekeeping. Participants were made aware that the meeting was being recorded.</li> <li>NH noted the email sent (23 February 2022) from MMO on issues raised following receiving the Technical Note and aimed to discuss these concerns.</li> <li>VW welcomed a discussion today to reach the best position possible pre-Examination and to resolve issues where possible.</li> </ul>	
2a	<p>TG presented the background leading up to this targeted meeting, primarily S42 comments which need addressing before progressing to ES. TG highlighted the email circulated by the MMO, following review by the MMO, Natural England and Cefas, which will be the focus of today's meeting and noted the presentation was prepared in advance of this email.</p> <p>TG presented a summary of the main issues and the mitigation approach proposed.</p> <p><b>Quantitative thresholds</b></p> <ul style="list-style-type: none"> <li>TG noted that the intention of the document circulated (and this meeting) is to inform discussion on approaches the Project can adopt to ensure the risk of significant effects arising from piling can be minimised to an acceptable level.</li> <li>The work undertaken to establish a relevant noise threshold, that is precautionary for disturbance of bream, is an important factor in establishing, through discussion with the Panel, the way in which piling activities could be undertaken throughout the year, recognising the controls on activities applied during the March – July period of sensitivity for black seabream in the absence of appropriate mitigation. To this end, and through discussion, we have developed further detail around how this can be achieved, which, subject to agreement, would reduce the risk of disturbance to spawning black seabream to a level where no seasonal restriction would be required to ensure protection the stock. In parallel, there is also a need to discuss a way in which the restriction period could be proportionately reduced if agreement on lifting the restriction completely cannot be agreed.</li> <li>Identifying effective mitigation to be designed and implemented brings a need to understand what the appropriate noise threshold should be. The Technical Note provides our approach to this. The threshold suggested is at a very low level of disturbance, respiratory disturbance, not a fleeing response and therefore will be precautionary.</li> <li>TM noted the sensitivity of the individual and the background noise of where the disturbance occurs need to be considered. TM presented several slides on disturbance and fish sensitivity (see Rampion 2_Targeted-Meeting_Fish-Disturbance). TM noted a lower behaviour reaction for black seabream versus sprat.</li> <li>TG noted that the response that we are trying to develop a threshold for is a very low-level response. It is a physiological response by a species of fish, rather than fleeing or displacement. It is a measure that the fish has registered the noise, resulting in an increase in respiration rate. Using such a low benchmark for 'disturbance' means that such a threshold will be precautionary and lower than levels at which any displacement from important spawning areas at Kingmere MCZ might be anticipated.</li> <li>Regarding the use of proxy species, black seabream are physiologically comparable to seabass, for which more extensive noise reaction data are available as noted at PEIR and in the Technical Note circulated. To further</li> </ul>	

Agenda Item	Notes	Actions
	<p>support seabass as an appropriate proxy, a paper has been cited that specifically focuses on black seabream respiratory responses, which showed a good correlation with the seabass data. We have a high level of confidence that the seabass data is suitable to be applied to black seabream.</p> <ul style="list-style-type: none"> <li>• SL noted the available literature indicate black seabream exhibit a very similar, though slightly lower, sensitivity to noise as seabass. For seabass there are 20-30 published peer-reviewed papers, all of which identify similar sorts of ranges within which they exhibit response supporting seabass as an appropriate proxy species, and which benefits from a significant evidence base in the peer-reviewed literature.</li> <li>• TG noted that the noise threshold proposed, being based on such a precautionary reaction response, should equate to a suitable metric to ensure any risk of a significant effect is minimised and therefore appropriately addresses any concerns relating to the conservation objectives of the MCZ. Once an appropriate threshold is agreed, the way in which this level can be achieved at the MCZs (i.e., through mitigation measures) can be determined and then adhered to during piling through the sensitive period (or parts of it).</li> </ul>	
2a	<p><u>Comments/questions:</u></p> <p>TG – Considering the need to establish an appropriate noise threshold, we would appreciate a response from the group as to the reasons why you feel the rationale establishing a threshold of 147 dB for black seabream might not be appropriate</p> <p>AA – The critical issue, from a fish ecology perspective, is the drawing of a proxy where there is more literature available for seabass than black seabream. The main concern in drawing that proxy is the behaviour displayed by seabass during the studies and the context, are important. In terms of the nesting and breeding seabream, there is a heightened stress response experienced by males which is different to adult seabass in the wild/laboratory setting, who are not necessarily breeding. The general comparison is a critical concern and increases the uncertainty. Even with the 147 dB threshold, the figures displayed in the Technical Report are still close to the MCZ. Due to the high levels of uncertainty, a more precautionary approach should be called for. The most certain way to avoid impacts to the MCZ is through avoidance/restriction. The evidence presented to date is still falling short of the level of precaution and certainty we would like.</p> <p>SL – What is Natural England’s position on the black seabream paper? It was referred to in the PEIR. It was species-specific and was on adult fish and was less sensitive than seabass.</p> <p>AA – I will come back to you. <i>(SL provided later in the comments section).</i></p> <p>RF – The Technical Note was viewed prior to this meeting, it mentioned a study by Kastelein et al. (2017), which noted behavioural responses at lower levels, i.e. 131 and 141 dB. A more conservative approach would be to look at the lower threshold, rather than the 147 dB. Why were they not considered?</p> <p>SL – Kastelein et al. (2017) is one of the 20 papers mentioned. We looked at this paper as part of a weight of evidence approach which considers available evidence for other similar species, alongside the species-specific evidence. The species-specific studies indicate adult black seabream appear to be less sensitive than a range size of juvenile and adult seabass. So, in brief, we have not sought the most conservative value for a different species but used the studies for that different species to add weight and context to the existing black bream study. We consider this strikes the balance between using seabass, which has a more substantive evidence base of peer reviewed</p>	

Agenda Item	Notes	Actions
	<p>published literature as a proxy, and species-specific literature which indicates black bream have a lower sensitivity than seabass.</p> <p>TG – One way in which context was brought into the assessment was through consideration of the difference between the noise generated against background levels; dB exceedance over ambient background levels. The published examples generally refer to an increase of 20 dB above background, which is important context as some other studies (such as Hawkins) have been undertaken in very quiet environments which are not comparable to the area in which Rampion 2 is proposed (given the shipping within the region).</p> <p>SL – Also worth noting that in the identification of an appropriate threshold, we are proposing to use a detectable change in oxygen consumption by black seabream. As a benchmark response we are seeking to avoid, this is incredibly precautionary and does not constitute ‘disturbance’ which would generally be considered to have a higher threshold.</p> <p>TM – The 131 and 141 dB mentioned in the Kastelein et al. (2017) paper were all initial reactions, it was not sustained and was not considered a long-term reaction that would have any impact on what we are considering here.</p> <p>TG – The precautionary aspect is provided for by our focus on the respiratory rate response rather than a fleeing response. With reference to the contours extending close to the Kingmere MCZ, it is important to note that the modelling is inherently precautionary in terms of the way the extents are calculated. As long as we are showing the outside noise contours at those levels to avoid those sites, we have a high level of confidence that levels above this will not extend further than the modelling shows. It is predictive modelling of course, but the model is calibrated with empirical data to improve confidence and accuracy, but always on the precautionary side. Using the low benchmark level, it should demonstrate that there is a minimal risk of an effect arising, and indeed an effect well below that which could have an impact on population spawning success.</p> <p>LSC – Kastelein et al. (2017) paper, from a fish biology perspective, the sensitivity in the paper was close to the higher hearing sensitivity for Popper et al. (2014). We do not have an issue with this as a proxy. As AA noted it is the behavioural aspect that is a concern. The Brintjes et al. (2016) paper was conducted at a dock on a small number of black seabream and not during the typical breeding behaviour. We are concerned that they will be disturbed away from the nests. I take your point on breathing rate, the physiological effects, but it is those combined with the behaviour that are important. We are concerned we do not have the evidence on how they might be affected and what might be an appropriate threshold. We are trying to be precautionary.</p> <p>VW – The paper mentioned by SL may be potentially relevant evidence, has this not been looked at, is that the case?</p> <p>AA – For underwater noise purposes we do work with Cefas for underwater noise aspects and drawing upon are on expertise for black seabream ecology, but currently struggling to find that paper in the files.</p> <p>TG – We can send a copy (<i>SL provided in the comments section</i>). We have provided the best available evidence and the most recent modelling approaches, and a precautionary way of dealing with the potential risk of disturbance, using a precautionary proxy and mitigation measures. It is eliciting a physiological response, which is being used to be really precautionary on a potential effect on a species. If we were avoiding a level at which a breathing rate increase occurs in a fish, that will be a much lower level response than the fish moving away from the breeding area, which is what would need to happen for there to be a risk of an effect on the population or the conservation objectives of the MCZ.</p>	

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	<p>Our intention here is to set out and agree the appropriate response threshold with you, in order to support the selection of mitigations that are required in order to ensure we can deliver those dB reductions on those noise levels at sensitive locations.</p> <p>AA – We differ in our perception on what counts as an effect. Your goal is to avoid the fish moving off the nests. In advice we have given to other industries, we have been concerned with the extra physiological impacts cumulatively to the behaviour, and the physiological fitness of those fishes is being affected and under other pressures whether that be anthropogenic or natural pressures.</p> <p>END</p> <p>SW – We are in agreement to take the most precautionary approach where possible. We are thinking of measures to be put in place beforehand. Is there going to be anything in place in terms of monitoring on the ground from that start e.g. behaviour? Stepping into the unknown, appreciate you have done the modelling, but it is all predictive.</p> <p>TG – For the actual real-world deployment of the mitigation techniques, we have data that provides information. A lot of the German windfarms have used double big bubbles etc. and the monitoring data from those projects demonstrate achievement of the required levels. We have included information in the Technical Note that sets out the mitigations and the levels of noise reduction that result and this supports the assertion that such measures can therefore avoid the risk of an effect arising, even during the sensitive period.</p> <p>SW – You do not consider there would be any need for monitoring at all or will it be considered further down the line.</p> <p>TG – No, we are not assuming that; there is a discussion to have on how we might monitor the effectiveness of the mitigation measures if that is deemed to be necessary, which could be in underwater noise monitoring and checking how accurate the predictions have been.</p> <p>SW – At what stage do we see a commitment to that, will that be in the ES, or will that be further down the line i.e. the finer scale of the licensing?</p> <p>TG – It depends on these discussions. If that is something that is required to have all stakeholders comfortable with the mitigation measures, monitoring to determine the success of those measures can be included in the draft deemed Marine Licence (dML).</p> <p>END</p> <p>TD – What is the normal dB output from piling which is unmitigated at the point of piling?</p> <p>TG – That would depend on the energy of the hammer and the size of the pile. We can provide that and may have been in the PEIR.</p> <p>TM – Source levels, would be the noise level 1m from the pile. The modelling undertaken for the single strike tend to be noise levels from maximum energy, which are rarely reached or least not for an extended period. They are well over 200 dB for either SEL or SPL. That number does not mean much, as it is based on being directly against the pile.</p> <p>TD – In relation to the modelling within the Technical Note, and the graphic showing the contour lines and the different associated mitigation on it-If you have a source sound level, what is the attenuation of that as you move away from it, in terms of km and reductions and percentage. You have a description of 147 dB and the ranges you have shown that you can maintain and not increase above 147 dB depending on the type of mitigation selected. Is that correct?</p> <p>TM – There is a source level, that changes throughout the piling event, frequency absolute levels etc. There is a calculation from 1m out to a set distance we are looking at, which is how we get those contour lines. These change, depending on how deep</p>	

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	<p>the water is. The model takes those into account at a distance we are interested in, which is where the series of contours modelled (in magenta – see Figure 11 of the Technical Note) get to 147 dB at that boundary, which is based on the maximum blow energy, and maximum size of pile. We take those factors into account to be precautionary.</p> <p>TD – Those magenta lines refer to low levels of dB being not significant. I believe it was 9 dB.</p> <p>TG – That series of magenta contours, at that line it is above 147 dB and outside that line it is less than 147 dB. The 9dB, -4 dB and -15 dB are related to reductions that can be affected by the mitigations. That reduces the source level energy to avoid overlap with the MCZ.</p> <p>TD – From a fisheries side, the focus here is on the MCZ and the designated areas. The majority of black seabream nests are inshore, further than Kingmere. Black seabream migrate into the area in the Spring from offshore. The development area lies in their path as they migrate into inshore areas to spawn. That movement will likely happen in March and April through that area, the nesting activity fluxes with the sea temperatures. Some once they have migrated will be nesting further inshore and further away from the site, with less interference than those in Kingmere.</p> <p>END</p> <p>VW – For Rampion 1 OWF, we had hammer energies approved for up to 3,000kJ, in practice we barely got to 2,500kJ. We have tried to take again that precautionary approach. We have source noise, take a prudent view on the worst we can emit at source, assuming the best transmission, and assuming black seabream are the most sensitive. So we are assuming a threefold worst case. When we discuss monitoring during construction, from a practical perspective, if we have mitigations based on evidence of what has been achieved so far and we can mitigate dB levels. If we were to monitor, I would be keen to understand what the purpose of the monitoring is? Is it monitoring to fill that evidence gap for future knowledge or is it to monitor to determine the best mitigation? Working around piling exclusion periods there is a risk of issues with logistics. We want to be as flexible as we can. Is that monitoring with a feedback loop, directly with what operations are happening on-site, or monitoring which we would support to get real data to add to the pool of knowledge?</p> <p>TM – The modelling we have done is based on monitoring that we have done previously and is updated on more data from noise outputs, so they are as accurate as possible. We have confidence in the model and the levels we are producing are highly precautionary.</p> <p>TG – There is the condition that requires the monitoring of the first four piles, which serves as the check on the modelling and assumptions made in the ES too.</p> <p>AA – I agree, a completely untenable situation would be having all the kit mobilised and then having to make adaptations on the fly, does not work, it never has. Our ambition for monitoring is for verification and informing future decision making, but that is also why we strongly advocate for precautionary positions, also due to time lag and variability in technology. We do try to work this out at this stage, but the amount of uncertainty is why we advocate for a confidence buffer in the evidence and where that uncertainty remains during the DCO process, that is where there is a heightened risk of objectives not being met.</p> <p>RF – My concern is the zoning of the mitigation and the reliance on noise modelling and the uncertainty associated with the threshold, any tweaks would completely alter the zoning. Supportive of mitigation across the entire site rather than zoning due to the uncertainty.</p> <p>TM – The uncertainties tend to lead to a reduction, as we keep everything worst case from this stage. When there are any variations on-site, it will only get better than</p>	



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	<p>worse. We were on-site at Rampion 1 for the met mast. The expectation is it will be better rather than worst. The same goes for the mitigation, -4, -9 dB attenuation to the modelling, which has been calculated using the data we have seen from Germany, everything has a range of effects, but we have used the minimum attenuation of what it will likely provide to be precautionary.</p> <p>TG – The zoning is a preliminary view based on the work undertaken so far, they are not cut and dry areas as of yet. They do illustrate a proportionate amount of mitigation across the site during the sensitive period in order to respect the limits to avoid a significant impact arising.</p> <p>RF – The figures showed the combined mitigation it was not clear in the Technical Note what the combined mitigation consisted of, can that be clarified?</p> <p>TG – It is using one or multiple techniques to provide increased mitigation on noise emission e.g. a specialised hammer and a double-bubble curtain, so collectively there is an increased reduction arising from the use of a range of multiple mitigations simultaneously.</p> <p>RF – Recommend making that clear in the Technical Note and evidence/references to support the dB reductions.</p> <p>TG – Most of the information has come from the German wind farms and involvement with RWEs engineers' knowledge of what those are and TM/Subacoustech's knowledge of that too as a noise modelling and monitoring specialist.</p> <p>TM – The reductions are additive in effect e.g. specialised hammer, will have an effect at source and then range mitigation e.g. bubble curtains will take it down further.</p> <p>TG – The discussion on mitigation options is useful and we can provide more on that as we go forward to the Application. One of the fundamental points we need to try to get to a common ground on is the threshold and how we can progress that. In order to then follow on with the mitigations that may be required and adherence to the adaption of or removal of, if a sufficient mitigation solution is provided, the sensitive period restriction from March to July. The project needs to address this in terms of having a constructible project, which is fundamental to this discussion.</p> <p>TD – From what I have read to date and looking at your approach, the 147 dB threshold seems like a logical approach. I understand the need for clarity and an opportunity to trial and develop through that period. In terms of the context of the programme of piling and the spatial distribution of the piles, an opportunity may exist to be undertaken furthest away during the most critical period. Unsure of timeframe for the piling process to understand the logistical struggles, but there is an opportunity there in terms of planning the high-risk areas at low-risk times.</p> <p>TG – We have tried to come at the same issue at a different perspective. In terms of identifying the levels of mitigation that would be required for piling in closer proximity to the MCZ, to be acceptable.</p> <p>TD – You are keeping your flexibility available with the mitigation measures associated with the piling, as opposed to the planning and the sequence of the piling process.</p> <p>TG – It has to be a mixture, because of the complexities scheduling the piling across the site. That is one aspect and will be determined by weather conditions, progress etc. We need to make sure we do not end up where we cannot deliver the protection required because we are forced to pile in a certain location. You can plan scheduling, but we need to be sure, whatever the circumstances that arise, that there is still sufficient protection in place to make sure there is not a significant effect.</p> <p>TD – The movement of black seabream and the migration in should be considered. Particularly, vulnerable periods of migration inshore and the disturbance of those areas.</p>	

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	<p>TM – With regard to programmes and timings, the piling will only be happening in a very short time during the day. Worst-case would be piling for 4 hours realistically it will be considerably less. The vast majority of the time there would not be any high noise levels.</p> <p>AA – Still sceptical of the 147 dB contour, it may be useful to see spatial overlap with a more conservative contour, if possible? If we could see other precautionary contours to get a sense of scale and relation between, how significant a difference it is. Sceptical of the use of a proxy for what we are trying to ascertain being the breeding and nesting behaviours with very different physiology and energetics involved with studies being cited. The mitigation does look effective, looking at Figures 8 and 9 in the Technical Report, there are huge reductions, but knowing how it relates to background noise would be useful. <b>RWE Action- to provide additional modelled noise contours</b></p> <p>TM – The difference between the 135 versus 147 dB contour will it be significant - yes. It will make a difference. Understand what is being said about proxies, it is a challenge When it comes to choosing an appropriate figure for the appropriate species, we know a bream is a bit like a bass, the auditory capability of the sprat is much more sensitive. The background levels will be a long way out, there is no question that piling is audible. I would not expect to piling noise to reach background levels anywhere near that but being at background does not mean it is significant at all. The 135 dB is relevant to one of the quietest environments by design.</p> <p>TG – Again, I should highlight that we are not talking about noise or sound pressure levels that will result in an injury or mortality.</p> <p>AA – Appreciate we are looking at a flinch response.</p> <p>TG – When we think about disturbance it is about how perceivable the noise is against the background. It is not so important to have an absolute value on it. It is important to note how much longer will this be in an environmental context and is recognisable by the fish and that it reacts. For the level of recognition of that sound, we have brought that right down to a change in respiratory rate. In terms of equating that to a disturbance effect, I understand Natural England’s concerns, a lot of it is context-dependent and the fish may already be stressed, however, the buffer of precaution applied in our approach should be acceptable, as the response is so much lower than a flee reaction.</p> <p>AA – If we can get a context of something really solid i.e. that background levels certainty will be irrelevant or other dB reductions show ridiculous contours if we start from there and then compare upwards. I am missing some of the context and the relationship, as there are so many assumptions from using this as a threshold. You are asking Natural England to deviate significantly from the advice we have given consistently across different industries because of the lack of information, evidence, and precaution. Appreciate it is a great step forward, it is the uncertainty that is still an issue.</p> <p>TG – The controls on the activities are not recognising the mitigation that reduces the potential for the effect to arise. Yes, you are consistent in your advice across industries, this is a sensitive period and there are controls on impacting activities. However, if piling can be made quieter, and therefore demonstrate that the risks of an effect arising are suitably reduced, then that is compatible.</p> <p>AA – Hypothetically, what you are asking, is if I am looking at Figure 8, far east of the site and you are proposing a double big bubble curtain that is a comfortable place to be as there is a significant gap and presumably putting a precautionary contour. If there is no spatial overlap Natural England can be comfortable with no effect. The problem is there is overlap and potential for an impact pathway. With other activities in the area, we have not been able to previously delve into and set a threshold for significance because of the lack of evidence. You are asking Natural England to accept</p>	



Agenda Item	Notes	Actions
	<p>that significance is an increase in respiratory rate, that is an assumption. If in the future a detailed study on black seabream reproductive energetics that might support your assumption, or it could go the other way. You are asking Natural England to accept a particular threshold and that is where I remain sceptical.</p> <p>TG – The studies were focused on looking at minimal reactions like that. Those noise levels did not make the fish flee; it was a sufficiently low-level response. The aggregates industry, and the way their activities were permitted in proximity to Kingmere MCZ, was based on being able to demonstrate that the fine sediment material would not pose a significant risk to black seabream. If evidence is there to support the assertion, then the risk of it not being correct is acceptable. As we have been so precautionary on what the ‘impact’ from the noise stimulus is (i.e. increased breathing rate), that provides a substantial ‘buffer’ in terms of likely effect for NE to become comfortable with what we are proposing. So, there is a high degree of precaution in both the modelling and in the threshold set as well as in the case being considered here using the maximum hammer energy over the maximum period and the largest pile sizes. Collectively, these all multiply together and applying all of this together we provide a noise contour map that evidences we can avoid overlap.</p> <p>Certainty in terms of the response of black seabream is provided through the use of proxy data on seabass, which are demonstrably similar physiologically to black seabream, shown in the available literature to exhibit similar (though less sensitive) reactions to noise stimuli and are also significantly less sensitive than herring and sprat (for which the Hawkins study identified a low-level response reaction to the 135dB noise exposure in a very quiet environmental context. We know there is a substantial physiological difference between bream and herring/sprat; black seabream are not hearing specialists, herring and sprat are. It makes sense, therefore, to look at species that are in the same group of fish and therefore there is a high degree of certainty that seabass is an accurate and appropriate proxy to use.</p> <p>AA –The argument is around where the behavioural trigger is. That is where the uncertainty is. The black bream behaviour gives a heightened sense of vulnerability to any potential impacts. Using a highly precautionary noise contour helps to contextualise the spatial overlap with the feature.</p> <p>TG – We are trying to be accurate and as robust as possible. We are using an equivalent fish, as far as the data support with a similar sensitivity to noise and this, therefore, seems reasonable for taking those assertions forward.</p> <p>GE – The Kastelein et al. (2017) paper mentions a low threshold of 141 dB, can you explain why the 147 dB threshold was selected over 141 dB, or why 141 dB was discounted. From a Cefas perspective, we feel that is a more appropriate conservative threshold.</p> <p>SL – We have a paper for black seabream, which has a higher threshold (dB) reaction to piling sound, however instead of relying on that single paper, which was undertaken by ORE Catapult with funding from Marine Scotland, we have considered what is an analogous fish for which more data exists that allows us to build in further certainty as well as a precaution. We reviewed the weight of literature and the range of scientific studies, whether a size-related response or different receiving environments and looked at that on balance alongside the existing black seabream study. Appreciate it was a mesocosm type study but it is a low-level respiratory response and on balance 147 dB struck a reasonable balance that allowed us to layer in that precaution and to lean on the weight of literature that seabass provides over black seabream ultimately.</p> <p>TM – The Brintjes et al. (2016) paper. There are noise levels in there of 184 dB for the piling, which is SEL<sub>cum</sub> level over 30 minutes, 32.6 dB would correct that into a single strike, or 151.4 dB in order to use the same metrics. The issue is with the Kastelein et</p>	

Agenda Item	Notes	Actions
	<p>al. (2017) paper, the 131 to 141 dB is an initial response, with the key conclusion of the response, are the fish go back to 'normal' they do not show a sustained reaction.</p> <p>GE – That clarification does help my understanding and we will review the Bruintjes et al. (2016) paper.</p> <p>END</p> <p>NH – On the agenda, we were primarily seeking to agree on threshold levels and the mitigation approach we proposed. We have explained some of the details of the different mitigations. We are still trying to resolve the threshold to use.</p> <p>TG – In terms of the mitigation measures, if we do come to an agreement on the threshold, we can provide further information on those. The main aspect of that is the mitigations are practical and can be delivered, so there is certainty around their deliverability. As there is some significant time between now and construction, there may well be technological advances in the mitigation techniques available and we would wish to utilise better mitigation measures should they become available. Therefore, we are suggesting that the mitigation measures would be secured within the DCO/dML, in a form similar to a site integrity plan (SIP); to have a range of measures that may be employed and have a process by which these get agreed with stakeholders prior to construction commencing, with regards to the precise equipment. It is the dB reduction that is the relevant measure of the mitigation rather than the specific equipment.</p> <p><b>Mitigation conclusion:</b></p> <ul style="list-style-type: none"> <li>NH noted the summary of mitigation from the Technical Note and how we would secure it. There were a few other details on this, (such as other feature species) which we have not touched on today as we have been primarily focused on black seabream. This would hopefully be encapsulated if we can get to an agreement phase on the black seabream aspects.</li> </ul> <p>RR – with regards to mitigation and securing it, as it impacts alone it may not work at Examination Phase, as the HRA will have to be done by SoS, the SoS would require all the mitigation at that stage. We would have to look at that further down the line if agreed on how we would agree that mitigation, as a SIP style may not work.</p> <p>TG – We are not dealing with an HRA in this instance</p> <p>RR – That is true, but there is still an impact. It becomes more difficult to agree to it at a later date. We would like to have a lot of agreement at that consenting stage.</p> <p>TG – We agree on what the impacts are and the measures that can be employed, one or a combination of, and they will be included in the provisions. We want to leave open the opportunity to use something that is better in the future if available, better approaches and equipment etc.</p> <p>RR – A mitigation plan, rather than a SIP?</p> <p>TG – A SIP gives you a way of providing a toolbox upfront, so you know you have those measures that you can employ. Taking it as an initial template to make sure we have those measures secured and we can adapt that if we need to or if it is beneficial to do so when it comes to construction.</p> <p>RR – We would need a condition in the dML, and an outline plan at this stage for the MMO to agree with the process of agreeing to anything else later down the line included in that. Natural England will help with those discussions too.</p> <p><b>Securing mitigation:</b></p> <p>NH – In terms of how to secure the threshold, we are confident with the process. However, for us to proceed with the assessment and the ES, we need to find a way forward with the threshold.</p>	

Agenda Item	Notes	Actions
	<p>TG – We can have follow-up meetings. The attendees of today may wish to go away and consider what has been discussed.</p> <p>AA – Would detailed comments on our concerns on the Technical Note be useful? Or would you prefer a dialogue?</p> <p>TG – The latter, the project would ideally want to pile through the year, and for an assessment perspective we want to provide sufficient protection for sensitive receptors, and we want to address risks appropriately. However, at the same time, we would seek a sense of pragmatism when dealing with these. We want to base our appreciation of the impacts arising on the best available evidence. Do the attendees have any thoughts/ideas on what more you wish to see from us? Or whether there is something fundamental we need to change in what we are proposing? If we are all minded that there is some common ground, we can achieve on this, it would be good to get to that point.</p> <p>AA – Useful to see those comparable contours to get a sense alongside 147, and the underlining papers that have come up in discussion to refresh my understanding. In terms of things to see, I do not believe there is much more than having a reflection on the papers and the discussions we have had today.</p> <p>EP – From an overall Natural England project team overview, we would like to supply comments on the Technical Note, as that is the agreed approach.</p> <p>TG: Ok, yes that is understood.</p> <p>END</p> <p>TD – Clarity from our perspective, I will talk to colleagues and make recommendations to the authority. From what I have seen and taking a degree of pragmatism and proportionality into it and the fact that black seabream is under no management whatsoever in terms of fisheries beyond the inshore fisheries area. At the moment, I am comfortable with what you have proposed.</p> <p>END</p> <p>TG – A question to think about is the sensitive period was extended last year. Is there any room or potential to think about differing levels of risk associated with components at that period? Are there core weeks, months?</p> <p>TD –If we look back at the fishery there are certain times of the year, historically when the trawling fishery was very active and intercepted the migrating and aggregating black seabream before they went to the spawning areas. They very often took place in April. From a migration point of few, they move in from deeper water from the western approaches, late March and April are for key migration into the area and probably the initial part of the spawning and nesting process. May seems to be a key month for nesting making for the majority of black seabream. The addition of July was due to the identification later in the season of activity associated with nesting. April and May are the important months. Within Kingmere MCZ as a site itself, the reef has a structure, what role will this play affect the sound and the sound waves being projected through it? There is a significant vertical structure on the site too. Natural England are concentrating on the conservation of the site and Sussex IFCA manage the fisheries reflecting the conservation advice, our broader concern is black seabream as a population in the areas.</p> <p>END</p> <p>RR – We will also provide comments on the Technical Note. If there are any further meetings to get them organised as soon as possible.</p>	
3	<p><b>Actions</b></p> <ul style="list-style-type: none"> <li>• Provide some additional scenarios of 135 dB and 141 dB.</li> </ul>	

Agenda Item	Notes	Actions
	<p>NH noted the opportunity to go through the Technical Note and take into consideration today's discussion to provide full feedback. Draft minutes will be provided. NH hoped some of the concerns have been resolved, a key priority is to try and gain agreement of the 147 dB in the next few weeks. If that is not achievable, once the attendees have provided full feedback, we can look at organising another meeting to discuss further.</p> <p>HM – Natural England would like to send our final detailed comments on the Technical Note, once we have had sight of the other dB thresholds, so we can review it in full.</p> <p>NH – Yes, this can be accommodated.</p> <p><i>No other matters were raised. End of meeting.</i></p>	

<b>Rampion 2</b>		
<b>Evidence Plan Process: Additional Seascape Expert Topic Group Meeting</b>		
<b>Date:</b> 28/04/2021	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (EP)	Natural England	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (ABa)	Natural England	SLVIA Specialist
██████████ (AH)	West Sussex County Council (WSCC)	Rampion 2 Project Officer
██████████ (JN)	WSCC	Principle Planner
██████████ (CF)	South Downs National Park Authority (SDNPA)	Landscape & Biodiversity Strategy Lead
██████████ (VC)	SDNPA	Principal Planning Officer
██████████ (ABu)	National Trust	Planning Advisor
██████████ (AS)	National Trust	Planning Advisor
██████████ (SM)	OpEn	SLVIA Specialist
██████████ (EW)	RED	Consents Manager – Rampion 2
██████████ (AD)	RED	Environmental Specialist – Rampion 2
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH) – Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ) – Secretariat	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager

Agenda Item	Agenda Item
<b>1</b>	Welcome and previous meeting action points.
<b>2</b>	Seascape, Landscape, Visual impact Assessment (SLVIA) <ol style="list-style-type: none"> <li>1. Project envelope / worst-case scenario</li> <li>2. Viewpoint selection</li> <li>3. Format of visual representations</li> </ol>
<b>3</b>	AOB and meeting wrap up.

### Minutes of Meeting

Agenda Item	Notes	Actions
<b>1</b>	<p><i>AD noted EW will be attending the meeting later.</i></p> <p>NH thanked everyone for joining the meeting, given the last session on the SLVIA section at the ETG (18/03/21) overran and we did not reach as many conclusions as we would have liked. The previous ETG also highlighted some issues that we were still not at the point of coming to an agreement on around a number of Viewpoints (VPs) and our worst-case scenario layout, as what we presented was potentially quite confusing. We have made some amendments and taken on board your comments and hopefully present to you today something we can come to an agreement on.</p> <p>NH noted that the meeting will forgo the project introduction as everyone will be familiar with where Rampion 2 is located. The introduction slides on the project, we have not moved anything on, other than the update we provided at the ETGs in March 2021, we are running slightly behind on the programme in</p>	

Agenda Item	Notes	Actions
	<p>terms of publishing the Preliminary Environmental Information Report (PEIR). We are still aiming for Q2, 2021, but until we can seek agreement on the basis of the methodologies, this is our crunch point.</p>	
2	<p>SM ran through the agenda and noted the key things that we felt we need to have more discussion with you on following the last ETG Meeting on the 18<sup>th</sup> March 2021, where the issues around the Project envelope / worst-case scenario, representing the maximum design that we are assessing in the SLVIA. Also, the VP selection and the format of visual representations that we are producing for the PEIR and ultimately the Development Consent Order (DCO) application.</p> <p>The agenda structure around those three topics with the main aim, similar to the previous ETG meeting, being to agree on the SLVIA Rochdale Envelope worst-case scenario layout for assessment; agreeing on the VPs; and agreeing on the format of visualisations. We had nearly got there in terms of agreeing on those points in the last ETG meeting, but we ran out of time, to agree on some of the finer points of those issues.</p> <p><u>2.1 Project envelope / worst-case scenario</u></p> <p>SM presented <b>Slide 4</b>. Essentially, we would like to reach an agreement with you that the 325m wind turbine generator (WTG) scenario, that we presented to you previously, is the only worst-case for the purposes of the EIA. We have presented the 116 x 210m WTG scenario to you previously to allow consideration and discussion of the worst-case. In that scenario with the 210m WTG there is potential for more turbines within the Extension Area, to the west of Rampion 1, however due to the smaller dimensions of the WTGs, it will result in lower levels of effect and is therefore not the worst-case. We have undertaken more work as part of the PEIR assessment since the last ETG to explore this further and our conclusions have been that the implications of the 210m WTG scenario cannot lead to effects greater than those represented by the 325m WTG maximum design scenario (MDS), which you can see on <b>Slide 4</b> (the layout we have presented to the ETG panel previously). The effects that result from the additional turbines of smaller size in the 210m WTG scenario, is outweighed by the larger height and scale of the 325m turbines. More detail on this will be presented in the PEIR, however there are a series of wirelines that follow this slide (<b>Slide 4</b>) that illustrate the differences and we can talk through those. The 325m WTG layout represents the maximum effect on the coastline within the Heritage Coast and the National Park to the east, as well as the Isle of Wight AONB to the west and the Chichester Harbour AONB to the north-west and the West Sussex coastline, in terms of its overall proximity to the coast and its scale and lateral spread. We presented the Zone of Theoretical Visibility (ZTV) for the two layouts previously. The 325m turbine scenario has a wider geographic extent of effects, over a larger ZTV, with the extra height of the WTGs contributing to that greater extent of visibility. Those differences are evident when the ZTVs are compared and also evident in the comparison of the wirelines of the two scenarios at either end of the development spectrum.</p> <p>SM illustrated this through a series of wirelines starting on <b>Slide 5</b>. Wireline VP2 Birling Gap within the Heritage Coast and you can see the 325m WTG layout at the top and the 210m WTG Extension Area layout at the bottom of the slide.</p>	

Agenda Item	Notes	Actions
	<p>There is a clear difference in terms of the worst-case and the likely impact on views from the Heritage Coast illustrate, with the 325m WTG layout being the worst-case in that view. SM presented <b>Slide 6</b>, VP11 – Littlehampton, initially felt there could be some differences in the effect from VPs further west along the West Sussex coastline in particular, from the coastal VPs west of Worthing and Littlehampton in this wireline view as an example. There is potential for the 210m Extension Area only layout to have a denser appearance in those views. This is visible in the wireline on <b>Slide 6</b>, that the turbines have a denser spread and closer spacing. Overall, the 325m WTG layout still represents the worst-case in those views, primarily because of the larger WTG scale that would be visible. The 325m WTGs appear of comparative scale to the existing Rampion 1 turbines, with a wider overall spread including turbines visible to the east and behind Rampion 1, which you do not have in the 210m WTG scenario. It is also similar in looking at some of the other representative VPs, SM presented <b>Slide 7</b> which shows VP27-Hollingbury Hill Fort, which is looking over Brighton from the edge of the Downs. The illustration shows the 210m WTG Extension Area layout in the bottom wireline, just to the west, and the difference in terms of the maximum effect worst-case scenario for the 325m WTG layout at the top. SM noted that although a range of potential ‘worst case scenarios’ have been presented for discussion previously, this was a necessary step to go through to get to the point where we were confident that the worst-case layout, the only worst-case, is the 325m tip-height layout and the wirelines presented demonstrates that.</p> <p><u>Comments / questions:</u>  SM – Is there any feedback or any thoughts from the group on wirelines?  ABa – The 325m WTG worst-case scenario is the worst-case scenario, by comparison to the 210m WTG layout - the taller turbines do represent a worst-case scenario. No issue with that. As a matter of interest, regarding the diagram presented in the Scoping Report (Figure 16_2A), which had 116, 210m WTG - what turbine spacing were you operating on there? Note though that I do not think it affects the worst-case scenario as if you spread them out within both the Zone 6 and Extension Area, it does not make a huge material difference to the effect.  SM – I will need to check that in the PEIR. It is closer I think - it is half the spacing of the 325m WTG.  ABa – It looks like a similar density to Rampion 1, clearly these WTG are approximately 60m taller and the blade length will be proportionally bigger as well.  SM – We have a table in the PEIR setting out that the minimum spacing is 860m, which is half the spacing of the 325m WTG. We agreed on using nodal points within the boundary for the indicative layout, which were 860m minimum from each other, and the turbines could be placed on any of those positions for that layout. For the 325m WTG layout, we went for double the spacing as the minimum - 1,720m spacing.  ABa – That is quite a substantial spacing. Presumably, you have used that spacing as a worst-case scenario to help pad out the worst-case scenario. Would that be a logical conclusion on that use of spacing?</p>	



Agenda Item	Notes	Actions
	<p>SM – It is consistent across all of the topics, that grid of nodal points within the windfarm area of search was provided as the minimum spacing. Turbine positions would be consistent on that in terms of that spacing across topics, but each topic is looking at its own worst-case. Describing and evidencing that worst-case and agreeing it with stakeholders such as Natural England.</p> <p>ABa – By comparison to East Anglia Two, it seems like a very generous spacing and nodal grid.</p> <p>TG – In terms of using that spacing to make sure the full occupancy of the footprint could be presented under this scenario. Occupying maximum width and depth of the site using those distances etc. When it comes to the project, there will be potential for refinement, but minimum spacing would be set out as part of the DCO application. This is an indicative layout for the purposes of defining this worst-case scenario.</p> <p>ABa – That is going to provide us with a bigger target, clearly some of our responses will be quite robust based upon that spacing. No doubt that has been factored in.</p> <p>SM – It is factored into impact assessment. We are keen to make sure we are presenting one clear worst-case in the PEIR for you to be able to feedback on.</p> <p>CF – What you are presenting here is intended to be an indicative layout and I agree with ABa, you are probably presenting a fairly accurate worst-case scenario. Following up on that question about spacing, I was interested in the last session we had, and in some recent exchanges of letters there was a suggestion you would be looking again at the Zone 6 area, and there was potentially some changes to be made on the basis of feedback. I am not clear from looking at this has this layout if this has happened. Has the Zone 6 area altered in any way and therefore is this indicative layout worst-case scenario based on the original area of search?</p> <p>SM – It has not changed essentially from the boundary and windfarm area of search that was presented at the last ETG meeting in March 2021. However, it has changed since Scoping, the boundary was reduced to get to the PEIR Assessment Boundary that is shown in <b>Slide 4</b>.</p> <p>CF – So it is slightly different. I tried to do a quick compare and contrast and I could not quite work it out</p> <p>SM – It was reduced in its eastern spread from the original Scoping Assessment Boundary, and it was reduced westwards to get to this boundary (as presented on <b>Slide 4</b>).</p> <p>CF – I will need to do more comparisons to understand the changes.</p> <p>NH – I do have a comparison figure that shows the reduction of the Scoping Boundary compared to the PEIR boundary, if that would help?</p> <p>CF – That would be great NH, if possible.</p> <p><i>NH provided a figure of the Area of Search showing the scoping boundary compared to indicative PEIR boundary.</i></p> <p>NH – The light blue shaded area was our Scoping boundary and the red dotted line which shows a reduced area, primarily to the east, but also a small section</p>	



Agenda Item	Notes	Actions
	<p>shaved off to the west and on the cable corridor area of search as well. Since Scoping we did take on board comments around primarily SLVIA, commercial fishing, and shipping and navigation, which lead to the reduced size of the boundary to the east. What you were referring to in the previous ETG meeting is we have taken on board particularly Natural England’s comments, we were aware a letter was raised to the Planning Inspectorate (PINS) and there was some discussion around concerns, however, no further changes will be made prior to PEIR. Purely because at the moment, we are engaging with statutory consultees, but there is also a lot of other engagement that we would like to get feedback on in terms of impacts to that area. We will not be refining the Red Line Boundary (RLB) any further before PEIR, but we will be taking on board all comments as part of Section 42 to look at any further refinement that may be required before the Environmental Statement (ES).</p> <p>SM – It is worth noting as well that there has been a reduction on the western side as well.</p> <p>NH – Yes, and that was for clearance with Owers Banks as well as geophysical features for the export cable corridor, so it has been refined both to the east and to the west. Are there any other queries on the RLB?</p> <p>ABa – Can we have exclusion zone shown in the diagrams for PEIR please, as it does make it easier if we can see where it is? I know we have lost about half of it with that change, but there is an awful lot of linework and not having to describe it in written comments would be helpful.</p> <p>SM – Yes, we can consider that in a diagram for PEIR - but for clarity there is a triangle to the western end of the structure exclusion zone (SEZ) that is still within the assessment boundary but the rest of it is outside now.</p> <p>AS – Just to add onto that, <b>it is very useful on the eastern end of Zone 6 if you could have that slide sent round just for reference?</b> The National Trust are happy to take the 325m WTG as the worst-case scenario.</p> <p>SM – Thank you for confirming that. We can certainly send the slide through with those boundaries shown.</p> <p>END</p> <p>NH – Are WSCC happy with that approach in terms of the worst-case scenario?</p> <p>AH – We are happy that the 325m WTG is going to present the worst-case scenario. That is fine with us.</p> <p>END</p>	<p>NH (14/06/21)</p>
	<p><u>Viewpoint selection</u></p> <p>SM presented <b>Slide 9</b> providing a SDNP VP list to be considered and confirmed. We had discussed in previous ETGs some of the VPs were to be confirmed following our last consultation with Natural England and SDNPA. SM noted Natural England and SDNPA had convened separately to discuss VPs. With the exception of two on the list, the SDNPA opinion is that all of the VPs shown on the list (<b>Slide 9</b>) were worthy of inclusion in SLVIA and Natural England supported that view. We had discussions in the previous ETGs about the rationale for their exclusion from the VP list that we have been taking forward</p>	

Agenda Item	Notes	Actions
	<p>to date. We do want to reach an agreement on VPs to be included and assessed in the SLVIA; we see that as being critical to reaching agreement. RED are agreeable essentially to including the six VPs listed in <b>Slide 9</b> apart from the two VPs we had agreed to excluded (VP44 – Old Winchester Hill and VP45 – Catherington Windmill). The other six VPs (VP30 – Halnaker Hill, VP32 – Levin Down, VP41 – Slindon Folly, VP53 – Amberley Mount, VP54 – Chantry Hill and VP58 – Wolstonbury Hill) were believed to be additional VPs that both the SDNPA and Natural England wanted to see included. The slight issue we have in terms of including them in the assessment is that we would not be able to photograph them and have photomontages assessments ready for the PEIR. We can include wireline views from those VPs in the PEIR and then we can go out between PEIR and ES submission to complete photography and photomontages work.</p> <p>SM presented <b>Slide 14</b>, a series of maps that illustrate the position of these VPs. SM wished to pick up on that as part of the discussion with WSCC, as we are aware the other main comment in the ETG in March 2021 was the potential for additional VPs in the West Sussex Coast and coastal plain area, given some of the comments the WSCC had on the theoretical visibility shown in the ZTV in that area. This was requested by WSCC in order to see a more detailed ZTV with surface features to allow a more meaningful discussion on VPs. We mentioned at the last meeting that we had a ZTV that showed the visibility of the offshore elements of Rampion 2 with surface feature screening built-in. This is shown on <b>Slide 14</b>, this is one of the figures included within the PEIR. It shows the theoretical visibility when screening from woodland and buildings is included within the surface model. There are some limitations, but it is quite useful. Woodland and buildings are defined by OS open map data; the woodland height and the heights of the buildings are indicatively modelled at a working average height to inform the visibility calculation and do not factor-in the small variations in the woodland and building heights that occur in reality. It does still give us a bit more information about the potential screening effect of woodland, buildings and urban areas in the landscape and how they affect views of the sea.</p> <p>SM presented <b>Slide 15</b>, a zoomed-in version of <b>Slide 14</b>, which shows the Manhood Peninsula and the West Sussex coastal plain, around Chichester Harbour and extending across to Littlehampton in the east. The yellow colouring is the lower end of the visibility range in the model, it shows how much the visibility is reduced when you start to factor in surface feature screening. There is still potential for the viability of the westernmost end of the wind farm area of search in oblique views along the Witterings Coast, which you mentioned in the previous ETG, which we have been looking at as a follow-up. We do think there could be views along that coastline, though they are oblique as the coast is oriented toward the Isle of Wight to the southwest. From the urban areas themselves and East Wittering the visibility is very restricted, but there could be views from right on the coastal edge from the beaches looking along towards Selsey Bill, potentially with WTG jutting out along the sea skyline. We are conscious of that and the potential need to include another VP in that area. SM presented <b>Slide 16</b> which shows the VPs we have been looking at to address those potential effects and the comments raised at the last meeting. We are proposing to include another VP at East Wittering (VP A). The ETG’s advice on siting that VP would be really useful and any comments on micro-siting too, but</p>	

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	<p>essentially the location would be along the coastal edge at East Wittering at the beach looking along the coast. There will be quite a bit of screening in the way from buildings and vegetation, but it is possible there could be views of the very western end of the array. We are also conscious of the potential to include another VP within the coastal plain, set back between Chichester Harbour AONB and the urban coast edge near Bognor and Selsey. As a result, we have identified three potentials; VP B, VP C and VP D (see <b>Slide 16</b>). We are not proposing to include all of them, but we thought one VP in that general area with the Panel's feedback on where that might best be located or if further consideration was required before selecting a final point. We have identified a couple of positions there of possible sites e.g., from the Chichester Canal (VP B), trying to pick up on receptor where people experience views from that area or the cycle route or the A259 (VP D) is a possibility as well between Bognor and Chichester.</p> <p><u>Comments / questions</u></p> <p>SM – That is our proposal in terms of the SDNP VPs. Hopefully, that is agreeable to SDNPA and Natural England. Are there any comments or further feedback on that?</p> <p>VC – Really pleased to hear that you are prepared to include those six VPs. I understand the practicalities around getting back out on site for the photograph. I will let ABa and CF comment more on that in the meantime. It might be <b>a conversation we can have offline out of this meeting to see if there is any information that SDNPA can provide in terms of that photography</b> if that helps in respect to the PEIR or enables you to include it at that stage. I know some of them we have probably got the appropriate photography. I will have a conversation with CF.</p> <p>SM – If you do that would be useful. There might be positions you have photographed for as part of the viewshed work.</p> <p>VC – Precisely, I think is certainly some. CF has more knowledge on that than I do.</p> <p>CF – If it is possible, we can help with that. We are just finishing at the end of this week a migration of the viewshed data on to a more updated viewing platform. At the last meeting, we also had a discussion around the scope for single frames. I wonder whether these sites might be suitable for that if that is a halfway house, but I think <b>we will check in terms of what available images we have first</b>.</p> <p>SM – That would be appreciated. It might depend on how the photographs were captured from the photos you have, whether they were taken on a panoramic head, the overlapping frames, it is just making sure the specification is what we need to produce the photomontages from a panoramic 50mm lens. We can have a look at all that and you offer to look at that is very much appreciated. I have a slide later in the presentation that touches on the format of the visualisations, we will come to your point about single frame images later to discuss.</p> <p>CF – Yes, that is fine.</p>	<p>VC/SM (TBA - post PEIR)</p> <p>CF (TBA -post PEIR)</p>

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	<p>SM – We were certainly conscious that there might be a need to do VPs further inland with a single frame image as well as some of the coastal VPs within the Heritage Coast.</p> <p>END</p> <p>ABa – Thank you for including those suggestions. I think if the photography does not come in time for the PEIR, but you can deliver wirelines I think that is where we are in those particular locations. To some extent, the wirelines are more useful than the photomontages, particularly when you are trying to compare. I am reasonably relaxed if the photography is not available in time. I know you have issues will Arundel Castle and another location as well where the photography was compromised. I am fine with it if it comes along a bit later on.</p> <p>SM – Yes, we have an action to go back and re-take a couple of photographs, which were not as optimal as we would like in terms of light or sun position. That was the intention that during the summer go to these six positions. We have already been to a couple of them in some of our early survey works, but the conditions were not as good as we would have liked to present. Actioned to go back and do those in the summer, with the photographs from a couple of VPs Arundel Castle was one of them, where the low-lying sun is difficult in view, which generally makes photography quite difficult for such a wide panorama. Where there any other thoughts or comments on the SDNP VPs?</p> <p>ABu – We are pleased to see that these additional VPs have been added, some of which are on National Trust land. Unfortunately, we do not have any expert photography from our land that would be of use, but please do let us know if we can be of any assistance. We are quite happy given the limitations due to Covid-19, we are happy with the wirelines at the PEIR stage.</p> <p>SM – I appreciate that understanding particularly in terms of the restrictions for site work and site survey work. It does not make it any easier for photography, such a big area and we have captured so many already. It leaves us an action this summer after the PEIR to capture those.</p> <p>AH – We welcome the inclusion of VP30 - Halnaker Hill, as that is one WSCC have raised in the last ETG and our methodology feedback. JN, I do not know if we can provide any help in terms of photography from there, but if we can I will speak to any relevant departments and see if we can help.</p> <p>JN – Worth a check, probably limited help we can offer, but we will ask.</p> <p>SM – VP30 - Halnaker Hill was one we had been to and taken photographs of, but it was not a good day. That is appreciated AH, thank you.</p> <p>AH – Checked and we do not have anything suitable from Halnaker Hill.</p> <p>END</p> <p>SM – Any thoughts on the additional VPs (VP A-D) would be really useful?</p> <p>AH – The previous ETGs, as we discussed, we did not have that refined ZTV, so it was difficult for us to make further comment on proposed VPs. Now that you have been able to present that refined ZTV, this is a huge help. Firstly, we welcome seeing that, we were not expecting to see that until PEIR. Secondly, I think East Wittering is a VP to take forward, regarding the others what I am</p>	

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	<p>quite keen to do is if you could provide us with a PDF version of the ZTVs as you did previously, as we have only got the screenshot of this on the presentation. If I could take those away and provide written feedback on firstly the groups you have on-screen (<b>Slide 16</b>), but also, I know the other discussion we had was on that wider area and the disconnect between those to the east and generally to the west. I think now that we have that refined ZTV, we can hopefully move towards giving you more written feedback on that in terms of agreeing on VPs to go into PEIR.</p> <p>SM – We <b>can certainly send a PDF version of the ZTV and then we can have that dialogue with you once you have had a chance to have a better look at it.</b> Again, we would be in a position where we would need to go out and photograph these after PEIR, but before submission of the ES.</p> <p>AH – That is completely understandable.</p> <p>SM – We will address them in the PEIR as part of the agreed suite of VPs and potentially wirelines if that is useful?</p> <p>AH – If we could have wirelines. Again, we are completely understanding of timescales and restrictions in terms of getting photography undertaken as long as that could be committed to for the ES, we could have wirelines on the ones that are then agreed to go forward that would be useful.</p> <p>SM – We will take that action away in term of finalising the VPs in that area for the PEIR and the ES. Unless there are any more thoughts on that, and I appreciate that this discussion is fairly specific to WSCC. Any other comments?</p> <p>JN – To follow on from what AH said, thank you for giving the revised ZTV, really helpful in terms of showing the areas, personally think it is quite telling and useful, that you still have areas that we were concerned with inland are showing up into the blue (see <b>Slide 16</b>). We will go away and discuss where the VP could be. On VP A I agree with AH that is a good point to have as you walk along the beach in that location you will have oblique views. Even if you get on a Google Map you can find the local car park down at East Wittering where you start most of your walks around there, so that might be a useful starting point. The only other thing to mention is there seems a lot of areas in Chichester Harbour that may have VPs. I do not know if there is a slight disparity, but you only have the one VP in the harbour and many VPs in the SDNP, presumably it is more visible in the SDNP, but it is just in policy terms there is quite a lot of weight. Was any thought given to that? Again, as AH raised just along that coastline between VP14 and VP9, just picking on where there are potentially any more beachfront VPs there? Particularly in telling places where you have all the beach huts located, potentially extra spots for consideration, but we can feedback on that later. Overall, it is very helpful and thank you for taking on board potentially extra VPs.</p> <p>SM – That is really useful feedback. For the VPs along the coast, we have had Climping Beach in consideration at various stages of the work and I know that is part of the PEIR in terms of assessment of the landfall location as part of the onshore LVIA. It is therefore worth bearing in mind that there is another VP there being assessed. In terms of Chichester Harbour AONB, comment partly in terms of the ZTV even though it factors in areas of woodland and urban areas, it is still an overrepresentation of the visibility on the ground and it does not factor</p>	<p>NH (29/04/21)</p>

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	<p>in hedgerows and localised vegetation it is just factoring in woodland areas as defined within the OS data. There is a reduced effect in reality on the ground with those localised features. That being said, we still think there is and have looked at the potential for another VP within the harbour area. We looked at a couple, one on the Sussex border path and one at Prinsted near Emsworth. One of those might be useful to include. VP B is on the closest edge of the AONB, so that might be a useful one to combine a few from the coastal plain but is also representative of the closest edge of the AONB.</p> <p>JN – If you can have a height of intervening screening as a filter and turn up and down so to speak if you could shift the balance or turn the contrast so you picked up the highest areas or where it is most likely to be visible that might help drill down a bit to the key areas?</p> <p>SM – We could look at that, you can change or edit the assumptions on the height of the surface features providing screening. It is just trying to find a balance between what is realistic on a working average and what is realistic for the heights of woodland and buildings.</p> <p>ABu – Picking up on JN’s point around the additional VPs, I think both WSCC and National Trust have highlighted Climping Beach, the views there are very different from those in Littlehampton. I appreciate you could end up with two VPs in close proximity, but because of the National Trust covenant which has been in place for such a long period of time, you have not got the built form, therefore the experience there is quite different to that from the seafront at Littlehampton. The National Trust would appreciate, obviously you are going to be looking at that as part of the onshore one but where that VP could be looked at again if you are looking for additional VPs in that coastal plain area.</p> <p>SM – I think that would be the logical point to go to, but if we are looking at extra VPs in that coastal area, I take your point about the character at that location.</p> <p>ABu – People go there to get a wider wilder coastal experience - you have the dunes and you have had breaches down there, it is farmland as opposed to being in an urban environment and the activity associated with that. We would appreciate that.</p> <p>SM – I think the solution there is we cover that VP in our assessment because it is a particularly relevant VP in terms of assessing the inter-related effects of both onshore and offshore. That would be the most appropriate place to assess and bring that in where we are looking at the construction stage effects of the landfall on that VP as well as the effects from the offshore wind farm (OWF) elements of the project.</p> <p>ABu – That would be appreciated.</p> <p>AH – Agree with ABu, if you can include something at Climping for the very reasons you have just mentioned; it is a very different experience compared to the Littlehampton VP and because it is where all the inter-related construction works offshore and onshore are going to be joining. We would be very keen to see that included.</p> <p>END</p>	

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	<p>ABa – In relation to the Chichester Harbour AONB. I seem to recall the AONB Partnership were fairly relaxed about the likely effects, I think with this new figure (<b>Slide 16</b>) it may be worth going back to them one more time to confirm that point. If you are concerned, asking for Chichester Harbour AONB advice on where a suitable location might be based upon the ZTV.</p> <p>END</p> <p>SM – Where there any other points to be raised in terms of VP selection. <b>In terms of VP locations are we broadly happy that we have got the 40 VPs that we included in the Method Statement, that we have assessed in the PEIR, from which we have done a suite of visualisations already and the six additional VPs within the SDNP and one, two or three VPs potentially in this West Sussex coastal plain area, potentially one at East Wittering, one within the coastal plain set back, the inter-related VP at Climping Beach and action to consult with Chichester Harbour AONB again about ZTV and the VPs within Chichester Harbour.</b> I hope that captures everything.</p> <p>AH – <b>WSCC to get back to RED on the VP locations proposed based upon the updated ZTV.</b></p> <p>JN – I think it was Pagham Harbour was one that we had discussed previously. I think it was not going to be included in the visualisation but only as a VP. WSCC were very keen to make sure that was a visualisation as well.</p> <p>SM – We have noted that from the last ETG meeting and have subsequently completed a photomontage from Pagham Harbour, so that has been produced since the last meeting.</p> <p>ABu – Looking for clarity on the VPs on the eastern side of Isle of Wight. I think you have Bembridge Fort as being one of them. I think we had suggested that you might want to shift that to be more on Culver Down. Bembridge Fort itself is owned by the National Trust but it is closed, and we do not know when it will reopen. Whereas I think the majority of the people in the car parks slightly further along the ridge at Culver Down, we suggested you may wish to come slightly further east.</p> <p>SM – We took it just to the east of the fort but looking along the ridge. I appreciate there would be a view slightly closer to the coast than where we have taken it. There is a monument in the view slightly further east along the Down. Our view is looking from the top of the Down towards that monument, near to one of the car parks, but not actually on the Fort itself, slightly east of it.</p> <p>ABu – It might be worth clarifying that and put it down as Bembridge Down not Bembridge Fort, so people do not think you have gone up onto the fort.</p> <p>SM – Yes, that is a good point. The other ones on the Isle of Wight were one on Bembridge itself by the Royal National Lifeboat Institution (RLNI) and one at Ventnor Down</p> <p>ABu – I think you have gone up St. Boniface for the VP up there, which I know as well. I think that is also on National Trust land. Quite comfortable with those, it was just the clarity around that along the ridge at Bembridge Down and Culver Down.</p>	<p>WSCC (10/05/21)</p>



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	<p>END</p> <p>SM thanked participants for the useful feedback on the VP selection and allows us to get to a position where we have got a nearly agreed set of VPs for the PEIR and knowing what we need to do subsequent to the PEIR for submission in the ES.</p> <hr/> <p><u>Format of visual representations</u></p> <p>SM presented <b>Slide 17</b>. Essentially reached an agreement that overall, the most suitable format for the photomontages was the panoramic photomontages which are in line with the relevant standards and guidance. There was a request from Natural England to potentially include a series of single-frame images, either as part of the PEIR submission or subsequent to that from a range of some of the key VPs, within the SDNP particularly. We have had some discussion around some of the technical limitations of why those single frame images might not be suitable for some of the Rampion 2 VPs, as they do not always capture the full horizontal spread of the OWF, beyond the edges of the single-frame when it is captured. We put together a list (presented on <b>Slide 18</b>) which we presented at the last ETG (18/03/21), it highlights which of the VPs we think are most feasible to do single-frame images from and we have highlighted those in bold (<b>Slide 18</b>). We are looking to try and get agreement on and the principle for including single-frame images from a selection of the key VPs is. We do think 53.5° panoramic montages are the best way of visualising this project. We would be content to provide a package of key views with this single-frame format. The issue here is in ensuring we have everyone’s agreement that in principle the approach is acceptable and then which VPs should be prioritised for those single-frame views. We have highlighted some suggestions in the list there (<b>Slide 18</b>) and they are the ones that you would expect, the key views from the Isle of Weight that we just discussed there at Bembridge Downs and Birling Gap, Cuckmere Haven Beach, Seaford Head potentially within the Heritage Coast, and the VP at Eastoke Point, within the Chichester Harbour AONB. Those were the ones we were thinking of, but I noted that Natural England had requested to potentially look at some more distant VPs inland as well.</p> <p><u>Comments / questions</u></p> <p>SM – If you had any feedback, in terms of the VPs we have highlighted and the approach to include single frame images?</p> <p>ABa – Firstly, thank you for considering and taking note of the request from the previous meeting about the usefulness and appropriateness of having some single-frame images (39.6°). I note the ones you have suggested I am in agreement with. I still think there is merit in considering locations where the horizontal view is somewhat greatest than those where you are running into that pale blue colour on <b>Slide 18</b>. What I would like to propose to the <b>SDNPA is to have a sit-down, on the basis that OpEn would prefer a single response from the two statutory consultees on this matter, in the next two or three days or by the end of next week and between us we can write a list where we are in agreement and where we think single-frame images would be appropriate.</b></p> <p>SM – That sounds like a good approach ABa.</p>	<p>ABa (11/05/21)</p>



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	<p>CF – Agree with that, I think that would be helpful to do. I can see why you suggested the ones you have highlighted. Considering things like Cuckmere Haven Beach VPs from there, they are quite an oblique view so I can understand why that would be one that would work. I think it would be helpful if we worked on getting a response to you where SDNPA and Natural England are in agreement about it. If you are willing to let us have that additional time, we will do that.</p> <p>SM – That sounds fine as an approach to me. We have sent this slide pack, so you can see the list that we are proposing (<b>Slide 18</b>). We invite any further comments or feedback on that from you.</p> <p>AS – Just to agree with that approach, if the National Trust could feed in just by email of additional suggestion on the list, that would be helpful from our point of view.</p> <p>END</p> <p>SM – We will be looking at a package of visualisation with panoramic photomontages, existing views presented from all of the VPs, wirelines presented from all of the VPs and a discrete package of additional single-frame images from a selection of VPs to be agreed upon for submission of PEIR.</p> <p>END</p>	
	<p><u>AOB / Night-time views</u></p> <p>SM noted most of the topics have been covered and we have achieved some common ground on a lot of the matters raised and discussed. Useful to have participants extra input today. Are there any other comments / matters not raised during the meeting today? We are covering this in some detail and attention is paid to these issues.</p> <p>ABa – Is there an update you might share with us regarding Zone 6 exclusion zone? Clearly, there are discussions ongoing but interested where you are with discussions with The Crown Estate and PINS? If that is possible to be shared at the moment?</p> <p>EW – In terms of the SEZ, yes, we have taken some legal advice on that. It is something we will be addressing in due course.</p> <p>NH – To make it clear what I mentioned earlier in the meeting, we have taken on board the comments and concerns raised by Natural England and others. However, given the timescales, you will not see a change to that RLB at PEIR, but we do welcome any feedback to be taken into consideration after Section 42 for any amendments going forward for ES.</p> <p>END</p> <p>AH – There is a slide-pack where we finished the last ETG which was around dark-skies and night-time views and your thoughts on what you will be presenting at PEIR? I noticed that was not on the agenda for this meeting.</p> <p>NH – Yes, there were some overriding important issues that we wanted to try and make sure we targeted for this meeting. As it is such a large ETG, it was much more productive to have a smaller focused meeting as we have had today. If there are any questions, in particular, we could touch on those now. This</p>	

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	<p>meeting is targeted around the main concerns of VPs. We can pick up any remaining comments in the coming weeks but if there is anything you had noted we could pick that up now.</p> <p>AH – We were leading onto having those discussions and then we had to stop at the last meeting (18/03/21). It was just around the receptors and the likely areas you are looking at in term of night-time views outside of the designated areas. There could be potential impacts outside of the Dark Skies designation and what you are proposing to assess from a night-time effects point of view?</p> <p>SM – Provided a figure (<b>Slide 38</b> from the slide pack provided for the 18/03/21 ETG), which shows the area we are focusing on in terms of night-time assessment, in particular, we think a 30km radius is most relevant for the night-time assessment. There are some locations, where we have been looking at VP locations both within the dark-skies park area as well as VPs on the edge of it or outside of it. Those are the locations that we have taken night-time photography from and will be included in the package within the PEIR. There is VP2 - Birling Gap, VP17 - Devil’s Dyke within the SDNP, VP8-Brighton Seafront and a VP at VP27 - Hollingbury Hill Fort, which looks over Brighton and has the influence of existing night-time lighting in the baseline. We did want to capture another VP somewhere around the Dark Skies Discovery Site at Bignor Hill, but we have not been able to capture night-time photography from that location that was suitable. We were not sure about visiting it at night if it was particularly well used as a night-time VP. It would be good to get any feedback on that? We are conscious of making sure we have something within the core area of Dark Skies Park. The VPs we have currently, we do have Butser Hill, which is within the core area but at a greater distance. The VPs highlighted around the eastern end of the SDNP.</p> <p>AH – Would you be looking at a wider area in terms of being able to assess night-time effects for the wider area and receptors other than those you are presenting in that figure (<b>Slide 38</b> from the slide pack provided for the 18/03/21 ETG).</p> <p>SM – We would be making an assessment of the receptor focusing really on the Dark Skies Park, but also the assessment from the certain VPs outside the SDNP, such as the seafront. The focus should be on areas where the appreciation of Dark Skies is most affected by additional lighting. You could pick a series of VPs along the coast to look at night-time effects, but they are all likely to be locations where the baseline lighting at night is quite considerable. SM presented a figure of VP27 – Hollingbury Hill Fort– night-time baseline (see <b>Slide 36</b> from the slide pack provided for the 18/03/21 ETG). It shows the sky glow of the baseline lighting of Brighton at night with the visible lights of Rampion 1 beyond the city out to sea. The intervening glare and sky glow are notable, the Rampion 1 lights can be seen in those views and the Rampion 2 lights would also be seen through that glow, but they are secondary to the urban lighting effect from those VPs on the edges of the SDNP and urban areas along the coastline. SM presented a figure of VP2-Birling Gap – night-time baseline (see <b>Slide 37</b> from the slide pack provided for the 18/03/21 ETG). The view from Birling Gap where you are looking out to sea to the lights without any interrupting baseline</p>	

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	<p>night-time lighting and I think it is those VP locations that we were proposing to focus on.</p> <p>AH – Similarly you would have that impact further west along the coast in terms of there being no intervening lighting, but still having a night-time effect.</p> <p>SM – Potentially other than the influence of vessels in the water and cardinal buoys etc. The actual VP itself is often located within an area that is a brightly lit promenade or seafront. The actual influence of lighting around that VP affects your ability to perceive the brightness of lighting offshore. Not viewing them from a location where the Dark Skies are a real feature of the baseline.</p> <p>JN – As a minimum a couple of VPs from the west along the coast especially if you are going to select Brighton Seafront, does not seem particularly proportionate not to pick a seafront over to the west as well. I think you would at least want to cover it off with something that might be typical from that area. Similarly, the Chichester Harbour AONB in the past in planning terms we seek to minimise lighting in those areas as well. There might be an added impact from light from those dark areas where there is less urbanisation to some extent, but need to pick up night-time view from the coast, certainly have a dark horizon and that view will change with lighting on it. Maybe not in the full detail of the visual assessment, but at least something representative from those areas to the west as well.</p> <p>SM – That is noted.</p> <p>ABu – Will speak to rangers, I am not aware that we do any night-time activities as an organisation in that part of the SDNP, but I can certainly ask them on their thoughts or suggestions for you in that core area up on the high Downs.</p> <p>SM – That would be useful, particularly if there is a location there that is well used by people for viewing the night skies. Bignor Hill did not seem like an obvious position in comparison to Butser Hill as an example, we could see the rationale for that being a Discovery Site for viewing Dark Skies, as it can be accessed by people at night.</p> <p>ABu –Have you spoken to the Dark Night Skies (DNS) Officer at the SDNP, I am sure he would be able to provide some assistance?</p> <p>CF – It would be worth speaking to Dan Oakley at SDNP about that and we can provide some additional guidance as he will know the core reserve well. The Discovery Site are probably ones that we use when we run the Dark Skies events on an annual basis, but he may have a view on whether there are additional or if there are better sites in the core reserve that might be worth assessing. We can do that in collaboration with the National Trust if need be.</p> <p><b>Teams Chat Message:</b>  <b>CF - We can put you in touch with Dan Oakley who leads on our DNS work. He can give you further guidance on locations within the core reserve.</b></p> <p>SM – Good suggestion, thank you. We can follow up on that. A VP at Bignor Hill within the Dark Sky Core will be included in the ES.</p> <p>END</p>	

Agenda Item	Notes	Actions
	<p>SM continued and presented a slide (see <b>Slide 33</b> from the slide pack provided for the 18/03/21 ETG) on the assumptions and mitigation. We are assuming 2000 candela (cd) lights on the peripheral WTG, so you can see in the figure the turbines that form the periphery of the OWF have a red circle around them. We are assuming those will for the purpose of defining a worst-case would be lit and that they would flash simultaneously. They are switched on and off by twilight switches, so they only come on at civil twilight, when it is technically dark. We did a VP from Devil's Dyke and gradually as you progress through dusk you can see the lights coming on at the end of twilight, both Rampion 1 and the towers and masts along the urban coastline. There is in-built mitigation as part of our assumptions, the lights would have a reduced intensity at and below the horizontal. The lights are made (see on <b>Slide 33</b>) so that they have the most intense part of the light is in the horizontal plain and slightly above that for offshore turbines so that they are visible to aircraft. As soon as you drop below or considerably above that directional beam of the light the intensity drops, so you are not experiencing the full 2000cd of the light intensity once you are below the horizontal plain. They are also fitted with a sensor so that the intensity of the light can be reduced in all directions within the visibility is greater than 5km from the OWF and can be reduced to around 10% of the 2000cd, down to 200cd in good conditions and visibility. Which effectively means you only have the brighter intensity light during poorer viability conditions. We are assuming for this assessment that the Rampion 1 WTG will remain in place and operate as they are currently. The photomontage we are producing will replicate the lighting of the Rampion 1 WTGs for these perimeter WTGs, as part of the Rampion 2 project and the VPs I highlight on that map (<b>Slide 38</b> from the slide pack provided for the 18/03/21 ETG) will have a night-time photomontage similar to existing views (See <b>Slide 36</b> and <b>37</b>). We have produced a photomontage that shows the addition of the Rampion 2 lights to those views.</p> <p>ABa – Confirm your point regarding the 200cd intensity of light in normal operation, and only comes on in poor conditions when visibility drops below 5km. At some point, it would be good to have a discussion about bringing Rampion 1 to the current standard which is the 200cd in normal conditions reverting to 2000cd as and when required. I have a feeling Rampion 1 was built with 2000cd as standard. I believe the 200cd ruling only came in about 18 months ago. Good to have a conversation about that as and when.</p> <p>END</p>	
3	<p>NH ran through a summary of actions. As this was an additional meeting and we have discussed a couple of actions across all organisations to be carried out in the next couple of weeks, there are varying degrees in these actions to what we can now include at PEIR and what to expect at ES.</p> <p>We started with a worst-case scenario which was agreed by all as acceptable and that will be adopted at PEIR, so you will see that reflected in the figures at PEIR.</p> <p>VP selections we have taken on board the feedback from participants at the meeting today and adopted a further six VPs across the SDNP, which was all agreed. For the additional VPs, the consensus was the suggested VP at East</p>	

Agenda Item	Notes	Actions
	<p>Wittering (VP A) would be required, but that <b>consideration of one or two points (VP B, C or D) if we forward on a full PDF of those ZTVs so that they can be zoomed in and considered in greater detail</b> to provide feedback therefore on the preference of those three VPs. What we would like to do, similar to the six VP is to be taken over the summer we will not be able to include those at PEIR, but we would like to put in a note to explain that they will be included for ES. So, it is clear to all stakeholders reading the PEIR, so any of these final recommendations I think on the last four VPs, we could potentially include, if we could get those as soon as possible we can ensure our message is clear in the PEIR chapter.</p> <p><b>Potential for one further night-time assessment VP</b>, so any recommendations could be included in your response back to this meeting in one go we can make sure that is updated in terms of our approach in the PEIR. Any additional VP photography will not be included until ES.</p> <p>Also, an <b>action on us to double-check with Chichester Harbour AONB</b>, that they are happy with the number of VPs included given today's discussions, so we will share the meeting minutes with them on that to make sure there is no further VP action needed for that particular area.</p> <p>In regard to the rest of the wider ETG, as I touched on earlier, we do want to seek agreement on these confirmed VPs with the wider ETG group. However, given that time is quite precious at the moment, if the <b>participants are in agreement our proposed approach would be if we could have your feedback by email we can incorporate it into the minutes of this meeting</b>. We will produce a final list of between six and ten VPs for us to include in the PEIR. We will then communicate that with the rest of the ETG by an update to the minutes. Rather than any focused ETG meeting. If any wishes to further discuss any of these assumptions that we have got to today, we will set up one-to-one meetings. I think at this point is we can get an agreement across the board with the ETG stakeholders that we have all agreed between us today that would be the next step. Primarily resolving any outstanding actions from today will be done via email rather than any follow up face-to-face meeting unless requested. If that is acceptable to the rest of the group? <b>No objections.</b></p> <p>EW thanked everyone for their time, this is a really important issue and I do appreciate that you have all given up more of your time to get to the bottom of this. It has been a very worthwhile exercise.</p> <p>NH asked if there were any other further comments? <b>None raised.</b></p> <p>END OF MEETING</p>	<p><b>Feedback provided by all participants by 29/06/21</b></p>

## Phase Four – Environmental Statement

Date	Title	Filename
06/02/2022	Rampion 2 Steering Group Meeting	060222_Rampion2_EPP_ETG_SteeringGroup_Minutes
12/04/2022	Rampion 2 Evidence Plan Process: Ornithology, Marine Mammals & HRA (offshore) Expert Topic Group Meeting	120422_Rampion2_EPP_ETG_OrnithMMHRA_Minutes_v0.4
19/04/2022	Rampion 2 Expert Topic Group (ETG) Meeting –	190422_Rampion2_EPP_ETG_Transport_Meeting_Minutes
11/05/2022	Rampion 2 Evidence Plan Process: Civil and Military Aviation Consultation Project Update Meeting	110522_Civil_and_Military_Aviation_Project-Update_Minutes_V2.0
26/05/2022	Rampion 2 Evidence Plan Process: Physical Processes, Benthic ecology & Fish ecology Expert Topic Group Meeting	260522_Rampion2_EPP_ETG_PhysPro-Benthic-Fish_Minutes_V2.0
16/06/2022	Rampion 2 Evidence Plan Process: Seascape (SLVIA) and Marine Archaeology Expert Topic Group Meeting	160622_Rampion2_EPP_ETG_Marine-Archaeology_Minutes_V2.0
17/06/2022	Rampion 2 Evidence Plan Process: Seascape (SLVIA) and Marine Archaeology Expert Topic Group Meeting	170622_Rampion2_EPP_ETG_SLVIA_Minutes_V2.0
05/09/2022	Rampion 2 Evidence Plan Process: Steering Group Meeting	050922_Rampion2_EPP_ETG_SteeringGroup_Minutes_V2.0
12/09/2022	Rampion 2 Underwater Noise Black Bream Survey Queries Meeting	120922_Rampion2_Underwater Noise BB_Minutes_V2.0
16/09/2022	Rampion 2 Post S42 Consultation Aggregates Meeting	160922_Rampion2_Post S42 Consultation Aggregates_Minutes_V2.0

Date	Title	Filename
22/09/2022	Rampion 2 Kittiwake Strategic Compensation Meeting	220922_Rampion2_Kittiwake Strategic Compensation_NE_Minutes_v0.1
08/11/2022	Rampion 2 Expert Topic Group (ETG) Meeting - Terrestrial ecology and nature conservation	081122_Rampion2_EPP_ETG_Terrestrial Ecology_Minutes
10/11/2022	Rampion 2 Expert Topic Group (ETG) Meeting – Historic Environment and Landscape and Visual Impact Assessment (LVIA)	101122_Rampion2_EPP_ETG_LVIA HE_Minutes
17/11/2022	Rampion 2 Expert Topic Group (ETG) Meeting - Noise & Vibration and Air Quality	171122_Rampion2_EPP_ETG_Noise & Vibration and Air QualityMeeting Minutes
21/11/2022	Rampion 2 Expert Topic Group (ETG) Meeting - Soils & agriculture and Ground conditions	211122_Rampion2_EPP_ETG_Soils and Ground Conditions_MeetingMinutes
22/11/2022	Rampion 2 Expert Topic Group (ETG) Meeting – Water environment [Onshore	221122_Rampion2_EPP_ETG_Water Environment_Meeting Minutes
25/11/2022	Rampion 2 Expert Topic Group (ETG) Meeting – Traffic and Socioeconomics	251122_Rampion2_EPP_ETG_Transport and Socioeconomics_Meeting Minutes
28/11/2022	Rampion 2 Expert Topic Group (ETG) Meeting. Transport and Socioeconomics.	281122_Transport and Socioeconomics ETG Meeting Minutes
21/02/2023	Rampion 2 Expert Topic Group (ETG) Meeting - Transport and Socio-economics	210223_Rampion2_EPP_ETG_Transport and Socioeconomics
01/03/2023	Rampion 2 Expert Topic Group (ETG) Meeting – Landscape and Visual and Historic Environment	010323_Rampion2_EPP_ETG_LVIA and HE ETG Meeting Minutes



<b>Date</b>	<b>Title</b>	<b>Filename</b>
<b>02/03/2023</b>	Rampion 2 Expert Topic Group (ETG) Meeting – Noise and Vibration, Air Quality, Soils and Agriculture and Ground Conditions	020323_Rampion2_EPP_ETG_Noise, AQ, Soils and GC_Meeting Minutes
<b>07/03/2023</b>	Rampion 2 Expert Topic Group (ETG) Meeting – Terrestrial Ecology and Water Environment	070323_Rampion2_EPP_ETG_Terrestrial Ecology and Water Environment
<b>21/03/2023</b>	Rampion 2 Expert Topic Group (ETG) Meeting – Landscape and Visual and Historic Environment	210323_Rampion2_EPP_ETG_LVIA_Meeting Minutes
<b>30/03/2023</b>	Rampion 2 Expert Topic Group (ETG) Meeting – Underwater Noise and Impacts on Fish Receptors	300323_Rampion2_EPP_ETG_Underwater Noise and Impacts on Fish Receptors
<b>25/05/23</b>	Targeted Aggregates Meeting with Cemex, Hanson Aggregates and Tarmac	250523_Rampion2 Meeting Minutes_Aggregates Companies
<b>12/06/2023</b>	Rampion 2 Steering Group	120623_Rampion 2 Steering Group Meeting Minutes v1EL
<b>14/06/23</b>	DRAFT MINUTES ETG – LVIA and Historic Environment	140623_Rampion 2 ETG Minutes LVIA and HE_DRAFT
<b>16/06/23</b>	DRAFT MINUTES ETG – Air Quality, Noise and Vibration, Soils and Agriculture, Ground Conditions	160623_Rampion 2 ETG Meeting Minutes AQ, Noise, Soils and GC_DRAFT
<b>20/06/23</b>	DRAFT MINUTES Targeted engagement – Ground Conditions – Minerals safeguarding	200623_Rampion 2 ETG Minutes Transport and Socio-economics_DRAFT
<b>29/06/23</b>	DRAFT MINUTES - Targeted engagement – Air Quality Emissions meeting	290623_Rampion 2 Air Quality Mitigation Strategy. Meeting Minutes_DRAFT



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<b>Date</b>	<b>Title</b>	<b>Filename</b>
<b>07/07/23</b>	DRAFT MINUTES - Targeted engagement – Arboriculture discussion meeting	070723_Rampion 2 Arboriculture discussion meeting minutes_DRAFT
<b>13/07/23</b>	DRAFT MINUTES - Targeted engagement – Transport meeting	130723_Rampion 2 Transport targeted engagement Meeting Minutes DRAFT
<b>20/07/23</b>	DRAFT MINUTES - Targeted engagement – Transport meeting 2	200723_Rampion 2 Transport targeted engagement Meeting 2 MinutesDRAFT

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# Meeting Minutes



**Date:** [01/03/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Landscape and Visual and Historic Environment

Attendee	Role
██████████ (ABa) – Natural England	Senior Environmental Specialist (Seascape Landscape and Visual Impact Assessment/Landscape and Visual Impact Assessment (SLVIA/LVIA))
██████████ (AB) – WSP	Historic Environment Technical Lead
██████████ (NC) – Rampion Extension Development Ltd (RED)	Rampion 2 Onshore Consents Manager
██████████ (CF) - South Downs National Park Authority (SDNPA)	Landscape and Biodiversity Strategy Lead
██████████ well (SH) - Arun District Council (ADC)	Landscape Specialist
██████████ nisett (CH) – West Sussex County Council (WSCC)	County Archaeologist
██████████ (JJa) Icen Projects (on behalf of ADC)	Project Director
██████████ (JJ) – Natural England	Landscape Senior Specialist
██████████ (SM) – Mid Sussex District Council (MSDC)	Response Co-Ordinator
██████████ (HM) – Natural England	Senior Responsible Officer
██████████ (JM) – WSP	Environmental Impact Assessment (EIA) Project Manager
██████████ (EP) – Natural England	Rampion 2 Case Officer
██████████ (AR) – SDNPA	Cultural Heritage Lead
██████████ (RR) – WSP	LVIA Technical Lead
██████████ (CS) – WSP	Assistant EIA Project Manager
██████████ (ES) – Icen Projects (on behalf of ADC)	EIA Consultant
██████████ (MW) – ADC	Conservation Officer
██████████ (AW) – Natural England	Sustainable Development Lead Advisor
██████████ (JZ) – WSP	Onshore EIA Project Manager

**Apologies:**

██████████ (SDNPA)

**Actions Summary**

Number	Action
1	RR to arrange meeting with WSCC to discuss viewpoints.
2	RR to arrange meeting with Arun District Council to discuss Biodiversity Net Gain in relation to LVIA.
3	AB to provide stakeholders with draft Settings and Scoping Appraisal Document.
4	AB to undertake further engagement with CH (WSCC) to discuss archaeological trial trenching strategy.

Continued...

	<b>Topic of Discussion</b>	<b>Actions</b>
1	<p><b>Welcome</b></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees.</p> <p><i>Project update from RED – Slide 4</i></p> <p>NC provided a project update. This noted supplementary statutory consultation undertaken from 18 October to 29 November 2022. NC outlined four hundred consultation responses were received, enabling the refinement of the onshore red line boundary.</p> <p>NC outlined potential onshore changes requiring a final consultation exercise in line with government guidance. NC provided an overview of progress, this comprised:</p> <ul style="list-style-type: none"> <li>• Continuation of onshore and offshore environmental surveys;</li> <li>• commercial negotiations with landowners over the onshore cable route; and</li> <li>• Development Consent Order (DCO) Application planned for June 2023.</li> </ul> <p><i>Onshore cable route selection (Slide 5)</i></p> <p>NC outlined the routes presented at supplementary consultation, noting that confidential discussions have been undertaken with landowners based on consultation feedback.</p> <p><i>Onshore close-out engagement / consultation (Slide 6)</i></p> <p>NC outlined changes and route refinements arising from the 2022 consultation period considering the South Downs area.</p> <p>NC informed stakeholders that targeted consultation commenced in February 2023.</p> <p>AR requested further justification on the introduction of Longer Alternative Cable Route (LACR)-01d due the proximity to scheduled monuments and its situation in an area noted as having high prehistoric potential. NC clarified that this was not the preference, but an alternative option for investigation. NC noted that the alternative routes (LACR-01a and 01b) had constraints, including the Peppering Project, the ornithological importance of LACR-01b and the length and requirement for Trenchless Crossing (TC) at LACR-01c. NC also noted the presence of the Southdown Gun Club on land east of LACR-01c outlining potential impacts that the presence of the Gun Club may have on construction. NC highlighted that this generated socio-economic considerations for LACR-01c.</p> <p>AR requested clarification on whether a cost benefit analysis had been undertaken to assess the impact on the Southdown Gun Club at LACR-01c versus the potential archaeological impact at LACR-01d. NC clarified that the impacts of business disruption and compensation had been considered, but a final comparison between options would be undertaken after the consultation.. NC noted that further archaeological geophysical surveys would be undertaken to provide further information on the archaeology at LACR-01d.</p> <p>CH agreed with AR, noting that archaeological geophysical surveys, while a useful tool, cannot be solely relied upon to allow the avoidance of potentially significant buried archaeology. CH advised that archaeological trial trenching is considered by WSCC to be a necessity to allow a comprehensive understanding of the heritage resource.</p>	
2	<p><b>Landscape and visual</b></p> <p><i>Progress since November 2022 Expert Topic Group (Slide 8)</i></p>	

Continued...

	<p>RR provided an overview of progress since 2022, this comprised:</p> <ul style="list-style-type: none"> <li>• Input into the Preliminary Environmental Information Report (PEIR) Further Supplementary Information Report (FSIR) (RED, 2023): <ul style="list-style-type: none"> <li>○ Input into design change process (considering Section 42 comments), identification of further viewpoints and assessment and LACR-01d reporting and associated mapping.</li> </ul> </li> <li>• Consultation: <ul style="list-style-type: none"> <li>○ Consideration of feedback from PEIR Supplementary Information Report (SIR) (2022), landowner consultation and development of approach to Residential Visual Amenity Assessment (RVAA).</li> </ul> </li> <li>• Environmental Statement (ES): <ul style="list-style-type: none"> <li>○ Progression of the ES assessment in relation to the onshore substation and outline Landscape Ecological Management Plan (LEMP) and further viewpoint photography preparation.</li> </ul> </li> </ul>	
3	<p><i>L VIA viewpoint photography status LACR-01d (Slides 9 and 10)</i></p> <p>RR presented maps highlighting the status of viewpoint photography for LACR-01d north and east option and LACR-01d north and west option.</p> <p>RR noted that the additional PEIR FSIR (2023) viewpoints are additional to the existing viewpoints.</p>	
4	<p><i>Proposed Onshore Viewpoints for LACR-01d (north, LACR-01d (west) and LACR-01d (east) (Slide 11)</i></p> <p>RR presented a table containing individual viewpoints for the proposed LACR-01d.</p> <p>AR requested further information of the presence of viewpoints for Blackpatch Hill.</p> <p>RR confirmed that this is shown as H7d on the plans (<i>Slides 9 and 10</i>).</p>	
5	<p><i>Discussion on PEIR SIR Consultation responses and comments (Slides 12 – 20)</i></p> <p>RR responded to Section 42 comments from Natural England:</p> <p><i>Baseline data lacks information on special qualities of the South Downs National Park (SDNP).</i></p> <p>RR noted this is included in Appendix H Tables H7-H8 of the PEIR (RED, 2021). RR outlined that the PEIR SIR (RED, 2022) and PEIR FSIR (RED, 2023) follow the same approach and conclusions as the PEIR.</p> <p><i>Concerns about the change to composition of hedges and the ability for reinstatement.</i></p> <p>Natural England highlighted that the loss of sections of tree belts and hedgerows of between 30m – 50m will impact field boundaries. RR clarified that commitment C-115<sup>1</sup> commits to a maximum habitat loss of 14m and that 10-year monitoring is also under consideration.</p> <p><i>A lack and failure of mitigation planting experienced throughout Rampion 1. The residual assessment period should be at year 10, not year 1; this should be added onto the operational assessment based on the evidence from the Rampion 1 cable route.</i></p>	

Continued...

<p>RR clarified that significant and permanent adverse effects may be avoided using trenchless crossings (TCs) and the implementation of revised commitment C-115<sup>1</sup>. RR noted the lessons learned from Rampion 1 and agreed that if significant residual effects are predicted to remain beyond year 1, then further assessment (year 10) will be presented in the ES.</p> <p><i>Concerns on the reliability of the TC methodology regarding suitability of ground conditions. Without information on the suitability of ground conditions the conclusions regarding LVIA can only be considered provisional.</i></p> <p>RR highlighted that the provision of commitment C-115<sup>1</sup> means that it will be possible to avoid significant and permanent adverse effects, subject to cumulative effects. RR confirmed that TC proposals will be considered in the ES.</p> <p><i>The assessment undertaken at PEIR SIR (2022) individually assesses route options, which has the potential to underrepresent the overall environmental effects.</i></p> <p>RR confirmed that Section 7 of the PEIR SIR (RED, 2022) considers the changes as a whole and noted that this is repeated in the PEIR FSIR (RED, 2023). RR clarified that the PEIR SIR (RED, 2022) focusses on changes to the PEIR (RED, 2021) Assessment Boundary, therefore further assessment of alternatives is not considered necessary.</p> <p><i>Major concerns about the assessment of LVIA regarding the SDNP and the reliance on Commitment C-115<sup>1</sup> for mitigation if it is ascertained that these planting proposals are not possible over open cut/buried cables.</i></p> <p>RR clarified that further information will be presented in the ES concerning hedgerow and field boundary crossings, comprising:</p> <ul style="list-style-type: none"><li>• Arboricultural survey and vegetation retention plans;</li><li>• Location of trenchless and open cut crossings;</li><li>• Guidance for planting over/near cable corridors to be provided in the outline LEMP; and</li><li>• Site visits to Rampion 1 crossing points to reference the LVIA / outline LEMP.</li></ul> <p>RR confirmed that commitment C-115<sup>1</sup> has been updated to include a maximum 14m gap and a ten-year aftercare period. RR noted that C-115 had resulted from cooperation between the LVIA team and engineers and that the methodology will continue to be developed to include stakeholder feedback.</p> <p><i>No further evidence, in the form of a preliminary Arboriculture Information Assessment (AIA), has been provided to demonstrate the rationale for TC locations.</i></p>	
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<sup>1</sup> C-115: "Hedgerows/tree lines crossed by the cable route will be 'notched' to reduce habitat loss and landscape and heritage impacts. This is defined as temporarily displacing one or more short sections (i.e., notches) within the same hedgerow/tree line. Hedgerow/tree line losses will thereby be kept to a maximum of 14m total width at each hedgerow crossing point. In order to maintain composition and promote habitat connectivity hedgerow plants from within notches will be lifted, maintained, and then returned to their original positions where ground conditions and accessibility for irrigation suggest success rates will be high. This will provide a rapid hedgerow reinstatement that gives structure earlier than would be expected for a standard planting regime. With hedgerows deemed "important" under the Hedgerows Regulations 1997 (or where there are other considerations), losses will be reduced to a 6m notch for the temporary construction haul roads only, by trenchless installation of the cable ducts under them. Success rates for reinstatement of hedgerows and tree lines are expected to be high for both replanted and translocated hedgerows and tree lines. In all instances, the hedgerows and tree lines will be monitored over a period of 10 years, and remedial action taken rapidly where signs of failure are identified.

Further detail will be provided in the outline Code of Construction Practice and outline Landscape and Ecology Management Plan."

	<p>RR clarified that the arboricultural survey is almost complete for the onshore cable route.</p> <p><i>Monitoring periods may need extending to ten years.</i></p> <p>RR outlined the development of embedded environmental measures C-193, C-196 and C-199. RR noted that new plants would need to be successfully established, and if these did not become established then extensions in monitoring periods would be considered.</p> <p>RR clarified that any deficiencies in baseline information will be addressed prior to the ES.</p> <p>RR addressed Section 42 comments from SDNPA:</p> <p><i>The PEIR SIR (2022) assessment demonstrates a general lack of understanding of the National Park Purposes and Duty.</i></p> <p>RR clarified that the PEIR SIR assessment follows the approach taken in the PEIR (RED, 2021) which sets out the background and understanding of the National Park Purposes and Duty. RR noted the National Park Purposes and Duty were acknowledged, but not set out in PEIR SIR (RED, 2022) for reasons of conciseness.</p> <p><i>Concerns that no reference is made to the 'Windy Ridge' route where the potential impact on enjoyment of the route is significant, as is the potential for closure during construction.</i></p> <p>RR clarified that Windy Ridge will be considered during assessment and presented in the ES.</p> <p>RR provided an overview of omitted viewpoints raised by SDNPA Section 42 Comments.</p> <p>RR responded to WSCC Section 42 Comments:</p> <p><i>Feedback and advise on viewpoint location selection.</i></p> <p>RR noted that further engagement with WSCC will be undertaken concerning viewpoints.</p>	<p><b>1 - RR to arrange meeting with WSCC to discuss viewpoints.</b></p>
<p><b>6</b></p>	<p><i>Survey update and data collection (Slide 21)</i></p> <p>RR provided an update on survey progress and data collection, comprising:</p> <ul style="list-style-type: none"> <li>• Site visits undertaken in November 2022. Further visits have been restricted due to weather and poor seasonal light conditions;</li> <li>• Desk based review of landscape and visual receptors within the Study Area and complete review of all viewpoints including those proposed as part of the PEIR/SIR/FSIR and previously rejected locations; and</li> <li>• Further site visits are planned in March 2023 to complete additional requested viewpoint re-takes and alternatives and proposed viewpoint locations for LACR-01d.</li> </ul> <p>In support of ongoing survey and data collection, RED will review the effectiveness of the Rampion 1 cable corridor reinstatement and demonstrate how they have considered lessons learned; and the LVIA aspect will undertake further review of viewpoint locations, arranging additional site visits as required.</p>	
<p><b>7</b></p>	<p><i>Approach to Environmental Statement (Slide 22)</i></p> <p>RR outlined considerations for the LVIA decision-making process, these included:</p> <ul style="list-style-type: none"> <li>• Viewpoints: <ul style="list-style-type: none"> <li>○ Complete review of all viewpoints underway including those rejected/relocated or requested by stakeholders.</li> </ul> </li> <li>• Commitments C-115<sup>1</sup> and Field Boundaries:</li> </ul>	

	<ul style="list-style-type: none"> <li>○ Review of additional survey information (Arboricultural Survey / Vegetation Retention Plan) to better inform LVIA and assessment of SDNP Special Landscape Qualities (SLQs);</li> <li>○ review of trenchless / trenched crossing techniques and environmental measures to inform the LVIA; and</li> <li>○ review of Rampion 1 – lessons learned / site visits and restoration / establishment timescales.</li> </ul> <ul style="list-style-type: none"> <li>• Outline LEMP for onshore substation and onshore cable corridor.</li> <li>• Residential Visual Amenity Assessment (RVAA):             <ul style="list-style-type: none"> <li>○ Methodology and Study Area to be agreed with WSCC.</li> </ul> </li> </ul> <p>Other trenchless crossing techniques that do not involve Horizontal Directional Drilling (HDD) were discussed. CF noted that non-HDD techniques require specialist equipment to de-turf an area prior to crossing. RR clarified that the Proposed Development is considering trenchless crossing techniques, not just HDD.</p> <p>CF outlined concerns relating to the feasibility of TCs where steep scarp slopes are present.</p> <p>NC agreed that where alternative techniques have worked in the past, they will be considered by RED. NC noted that the application of de-turfing can be considered to help improve rapid restoration.</p> <p>EP requested further information on the consideration of ground conditions and the provision of additional data. NC clarified that trenchless crossing specialists have undertaken site visits and feasibility studies.</p> <p>EP requested clarification on whether ground investigation had been undertaken. NC confirmed ground investigation had not been undertaken.</p> <p>EP queried whether further works were planned for ground investigation. NC confirmed this was not planned prior to consent.</p> <p>EP raised concerns on the feasibility of being able to achieve trenchless crossing without a full knowledge of ground conditions and suitability. NC responded that RED has assessed all HDD locations for feasibility and will present a wider red line boundary where necessary to allow obstacles to be avoided. NC clarified that TCs would be secured by DCO requirement where essential therefore even if ground conditions were not suitable, these areas would not end up being subject to open-cut trenching.</p> <p>EP noted that the worst-case scenario is that TC would not be achievable, therefore more work is required to demonstrate the feasibility and reassure Natural England.</p> <p>SH clarified that the establishment period for landscape reinstatement should be extended to 10 years due to potential for failures in years 3 to 5. SH requested clarity on why the 30-year period outlined regarding Biodiversity Net Gain (BNG) was not being observed for LVIA.</p> <p>RR confirmed that a 30-year period would be considered by LVIA and noted that a meeting to discuss Biodiversity Net Gain with ADC would be arranged.</p>	<p><b>2 – RR to arrange meeting with Terrestrial Ecology aspect to discuss Biodiversity Net Gain in relation to LVIA.</b></p>
<p><b>8</b></p>	<p><i>Statement of Common Ground (Slide 23)</i></p> <p>JZ provided an update on the approach to Statements of Common Ground (SoCGs), this comprised:</p>	

Continued...

	<ul style="list-style-type: none"> <li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation.</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination.</li> <li>• Progression of the SoCGs is expected to be an iterative process which will continue over the course of the DCO Examination.</li> </ul> <p>NC noted that the ambition is to submit a draft SoCG with the application for development consent.</p>	
<p><b>9</b></p>	<p><b>Historic environment</b></p> <p><i>Progress since November 2022 ETG (Slide 26)</i></p> <p>AB provided an update on progress since the previous ETG in November 2022, comprising:</p> <ul style="list-style-type: none"> <li>• design input to ongoing design evolution;</li> <li>• geophysical magnetometry survey;</li> <li>• advanced targeted archaeological trial trenching; and</li> <li>• additional historic environment site walkover and visit to offsite heritage assets.</li> </ul>	
<p><b>10</b></p>	<p><i>Discussion on Section 42 consultation responses and comments (Slide 27)</i></p> <p>AB responded to Section 42 comments from Historic England, Horsham District Council (HDC) and WSCC, identifying the following themes:</p> <ul style="list-style-type: none"> <li>• PEIR SIR methodology;</li> <li>• impacts to archaeology – comparing onshore cable route options;</li> <li>• further archaeological investigations;</li> <li>• access routes; and</li> <li>• setting.</li> </ul>	
<p><b>11</b></p>	<p><i>PEIR SIR Methodology (Slides 28 and 29)</i></p> <p>AB responded to Section 42 comments from Historic England and WSCC:</p> <p><i>There is a requirement for additional (to Appendix K, PEIR SIR (2022)) targeted assessment for all areas where significant new land take is proposed.</i></p> <p><i>Concern over the lack of additional detailed geoarchaeological assessment work for the PEIR SIR (2022).</i></p> <p><i>Concern over absence of further surveys/assessment to confirm suitability of the proposed measures and to inform assessments.</i></p> <p><i>Concerns over PEIR SIR (2022) methodology for assessing significance of effect on receptors for the PEIR additions and modifications, and over the conclusion of 'no change' from the overall assessment outcomes presented in PEIR (2021).</i></p> <p>AB responded that the PEIR SIR (RED, 2022) acknowledges a change in the baseline information, however individual heritage assets and the magnitude of impact on certain receptors were comparable with that provided in the PEIR (RED, 2021). The PEIR SIR (RED, 2022)</p>	



	<p>assessment found that potentially significant effects may occur because of impacts of low to high heritage significance, and that the receptor types are the same as at PEIR (RED, 2021).</p> <p>AB clarified that an updated desk study will be prepared for the proposed DCO Order Limits and that the geoaerchaeological desk study will be prepared for the proposed DCO Order Limits.</p> <p>AB noted that the full scope of the proposed embedded environmental measures will be informed by further survey and investigations developed in consultation with relevant stakeholders and the outline Written Scheme of Investigation (WSI) will be provided alongside the DCO Application.</p> <p>AB outlined the proposed updates to commitment C-13 and noted that engagement with stakeholders on the mitigation of potential impacts to archaeology of national significance.</p>	
12	<p><i>Impacts to archaeology – comparing onshore cable route options (Slide 30 and 31)</i></p> <p>AB responded to Section 42 comments from stakeholders including Historic England and WSCC:</p> <p><i>Increased land take is expected to result in a higher level of ground impact, which could equate to a higher level of harm to archaeological remains.</i></p> <p><i>Desk-based information as it stands does not provide sufficient granularity in the data to fully weigh the potential harm and benefits of the proposed route options.</i></p> <p><i>Without further surveys it is not possible to rule out the presence of archaeological features of high significance within the LACRs with any degree of confidence.</i></p> <p><i>Route alternatives should not be fixed until field investigations have been undertaken for both original and alternative route options.</i></p> <p><i>All route options require additional survey.</i></p> <p>AB provided the following responses to stakeholder Section 42 comments:</p> <p>AB clarified the assessment methodology outlined at PEIR (RED, 2021) will be undertaken for the proposed DCO Order Limits.</p> <p>AB noted that ongoing geophysical survey includes all proposed modifications and alternatives detailed in the PEIR SIR (RED, 2022) and the PEIR FSIR (RED, 2023).</p> <p>AB clarified where survey data is not available for all proposed onshore cable route options prior to route selection the following will be assumed:</p> <ul style="list-style-type: none"> <li>• there is potential for archaeological remains to be present, as per the baseline and assessment presented in the PEIR and PEIR SIR (RED, 2021; 2022); and</li> <li>• potential construction impacts to archaeology will be considered comparable for all onshore cable route options, except where a LACR would increase land take and theoretically have a greater potential to impact archaeological remains.</li> </ul> <p>AB clarified that further archaeological investigation will be required (as per PEIR (2021) approach) the scope of which, together with any appropriate embedded environmental measures, will be agreed in consultation with relevant stakeholders and secured as part of the DCO Application.</p>	
13	<p><i>Further archaeological investigations (Slides 32 and 33)</i></p> <p>AB responded to Section 42 comments from stakeholders including Historic England and WSCC:</p> <p><i>There is high potential for geoaerchaeological deposits and archaeological remains to be present which may be of national significance.</i></p>	

Continued...

	<p><i>Geophysical survey, further geoarchaeological assessment and trial trenching should be undertaken to establish a design which minimises harm.</i></p> <p><i>Trenched evaluation is required to understand the extent and significance of below ground archaeological features present.</i></p> <p><i>If extensive evaluation work is not possible the ES must set out how the project would mitigate for retention in situ of unexpected archaeological remains of national significance.</i></p> <p>AB outlined the approach to archaeological trial trenching to date. This comprised a targeting of locations where survey data, considered alongside desk-based evidence, indicated potential for buried archaeological remains of high significance.</p> <p>AB noted that stakeholder engagement will focus on site-wide archaeological evaluation strategies and the drafting of the outline WSI.</p> <p>AB outlined ongoing cross-discipline engagement with the engineers to communicate environmental constraints and inform design evolution process with proposed rewording of commitment C-13.</p> <p>AB clarified that archaeological embedded environmental measures will be detailed in the outline WSI including protocol for finding unexpected archaeological remains of national significance. AB noted a dialogue will be maintained with the relevant stakeholders to ensure a strategy for each identified heritage asset is proportionate. This will include the option of considering preservation in situ for assets of high heritage significance. AB noted this could be achieved within the proposed DCO Order Limits through:</p> <ul style="list-style-type: none"> <li>• Minor amendments to the development footprint;</li> <li>• establishing 'exclusion zones' within the working area, where archaeological remains are fenced off and signed;</li> <li>• establishing alternatives to topsoil stripping; and</li> <li>• the use of alternative construction methods, where possible.</li> </ul>	
14	<p><i>Access routes (Slides 34 and 35)</i></p> <p>AB responded to Section 42 comments from stakeholders including Historic England and WSCC:</p> <p><i>Concern over the potential for significant effects to designated heritage assets and associated below ground archaeology from new proposed Alternative Accesses.</i></p> <p><i>Deviation from existing trackways should be avoided within or adjacent to scheduled monuments and areas of archaeological sensitivity;</i></p> <p><i>Where this is not possible the potential for harm would need more accurate assessment, requiring additional survey work.</i></p> <p><i>Commitment C-13 on its own is insufficient to mitigate the potential impacts on scheduled monuments and other areas of similar archaeological sensitivity.</i></p> <p>AB outlined the draft rewording of commitment C-13<sup>2</sup> (Slide 35) noting that the rewording aims to provide more confidence that scheduled monuments will be avoided. AB noted that any required changes would be communicated following stakeholder review of proposed changes.</p>	

<sup>2</sup> Draft C-13 – *'Should a construction access be required to cross a scheduled monument, impacts to archaeology within the scheduled monument will be avoided through design (e.g. siting passing places outside of the scheduled monument and employing one-way systems), and where updates to the existing track are required, non-intrusive access construction*

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<p>15</p>	<p><i>Setting (Slide 36)</i></p> <p>AB responded to Section 42 comments from stakeholders including Historic England and WSCC:</p> <p><i>Onshore elements of the Proposed Development have the potential to change the setting of designated heritage assets, potentially impacting their heritage significance.</i></p> <p><i>The summary table in Appendix K3 is clear and consistent. However, a lack of baseline assessment is evident for designated heritage assets.</i></p> <p><i>Query on whether the scoping exercise was undertaken based on LVIA Zones of Theoretical Visibility (ZTV) alone, or whether walkover surveys were incorporated into the process.</i></p> <p><i>Impacts of construction traffic upon nearby designated assets, both physical and arising from change within settings, will need robust assessment.</i></p> <p>AB outlined that the scoping of heritage assets at PEIR SIR (2022) has been informed by historic environment site walkover and visits to offsite heritage assets.</p> <p>AB clarified that further meetings will be arranged with relevant stakeholders regarding scoping and assessment of heritage assets. Further site visits will be undertaken where necessary and a Settings Scoping Appraisal document drafted in accordance with Historic England Good Practice Advice (GPA) 3<sup>3</sup> and issued to stakeholders.</p> <p>AB noted that detailed assessment, including the effects of construction traffic, will be provided in the ES.</p>	<p><b>3 – AB to provide stakeholders with draft Settings and Scoping Appraisal Document.</b></p>
<p>16</p>	<p><i>Survey update and data collection (Slide 37)</i></p> <p>AB provided an update on surveys and data collection, comprising:</p> <ul style="list-style-type: none"> <li>• Geoarchaeology: <ul style="list-style-type: none"> <li>• Geoarchaeological desk study to be updated in line with onshore cable route updates; and</li> <li>• stakeholder engagement to discuss scope of geoarchaeological strategies.</li> </ul> </li> <li>• Geophysical survey: <ul style="list-style-type: none"> <li>• Ongoing survey of outstanding areas within PEIR (RED, 2021) and new areas presented in the PEIR SIR and PEIR FSIR (RED, 2022; 2023).</li> </ul> </li> <li>• Archaeological trial trenching: <ul style="list-style-type: none"> <li>• Locations identified for advance targeted archaeological trial trenching within the PEIR Assessment Boundary – Archaeological trial trenching was completed at</li> </ul> </li> </ul>	

*methods will be employed (e.g. trackway). Proposed access construction methodologies will be reviewed, in consultation with relevant stakeholders (WSCC Archaeologist and Historic England), to avoid disturbance to scheduled monuments.*

*Where construction of a proposed access requires new temporary or permanent access tracks or updates to existing trackways (e.g. widening and passing places), appropriate archaeological assessment will be undertaken in line with the approach set out a PEIR, to assess the potential and significance of archaeological remains which may be present, and to assess the potential for impacts as a result of construction. Where non-designated archaeological remains are identified to be of equivalent sensitivity to a scheduled monument, appropriate design measures will be adopted to avoidance and/or minimising of impacts through design (e.g., micro-siting) and mitigation, where appropriate. Such measures will be reviewed in consultation with relevant stakeholders (WSCC Archaeologist and Historic England).'*

<sup>3</sup> Historic England, (2017). *The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning: 3 (2<sup>nd</sup> Edition)*. [Online] Available at: <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/> [Accessed 17 March 2023].

	<p>Crossbush in October 2022. Archaeological trial trenching at Brook Barn Farm is planned to commence on 06 March 2023; and</p> <ul style="list-style-type: none"> <li>• Further engagement required regarding project-wide strategy on archaeological trial trenching and mitigation strategies.</li> <li>• Site visits: <ul style="list-style-type: none"> <li>• Additional site walkover and visits to off-site heritage assets relating to proposed onshore boundary changes and setting of heritage assets.</li> </ul> </li> </ul>	
17	<p><i>Approach to Environmental Statement (Slide 38)</i></p> <p>AB clarified that the approach to the ES will be consistent with the approach to PEIR (RED, 2021) with a more detailed assessment conducted where necessary.</p>	
18	<p><i>Targeted stakeholder engagement (Slide 39)</i></p> <p>AB noted actions from previous ETG (November 2022) for historic environment. Considerations in the decision-making process include:</p> <ul style="list-style-type: none"> <li>• scoping of heritage assets for assessment of effects arising through change to setting;</li> <li>• archaeological trial trenching and further surveys; and</li> <li>• mitigation strategies.</li> </ul>	
19	<p><i>Statement of Common Ground (Slide 40)</i></p> <p>JZ provided an update on the approach to Statements of Common Ground (SoCGs), comprising:</p> <ul style="list-style-type: none"> <li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation;</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination; and</li> <li>• Progression of the SoCGs is expected to be an iterative process which will continue over the course of the DCO Examination.</li> </ul>	
20	<p><i>AOB (Slide 41)</i></p> <p>AR noted that the assessment of geoarchaeology between Blackpatch and Harrow Hill needs to be extremely robust due to evidence of Neolithic settlement. AR outlined that the development of the outline WSI should demonstrate engagement with archaeological archiving repositories to ensure they have the capability of collecting and to ensure awareness of their needs might be as part of a mitigation package, such as investment in heritage collecting infrastructure. AR requested to see a Statement of Public Benefit around archaeological care and deposition.</p> <p>AR clarified that the justification for the alternative LACR proposed between Blackpatch and Harrow Hill is not sufficient due to the archaeological significance of the area. AR noted the area between Blackpatch and Harrow Hill as iconic to the heritage of South Downs.</p> <p>AB acknowledged comments on archaeological archives, noting that comments raised at PEIR (RED, 2021) will be taken forward.</p> <p>NC clarified that the historic environment appraisal of routes within the South Downs suggested that LACR-01c and LACR-01d were equivalent. NC acknowledged AR's response to LACR-01d and its cultural significance, noting that an explanation of this in a consultation response would be useful.</p>	

<p>AR addressed historic environment comments noting that an increased onshore cable route length resulted in higher potential implications on the historic environment. AR clarified that while this is correct, LACR-01d is proposed in a historically significant location, therefore the two cannot be directly compared.</p> <p>CH clarified that proposed survey work planned and survey undertaken to date was positive, however, the timing for the provision of results to stakeholders should be considered in order to allow comments to be considered in the final onshore cable route selection process.</p> <p>CH outlined an issue with the lack of granularity of baseline information. This has resulted in an apparent assumption that the potential significance of the heritage resource is equivalent across LACR-01b and LACR-01c, which is considered unlikely by WSCC.</p> <p>CH noted that geophysical results are useful for initial evaluation but are not considered sufficient as basis for onshore cable route selection regarding the historic environment. CH clarified that, in the absence of comprehensive survey, an elevated level of risk will still be present and that the potential for nationally significant archaeology should be recognised. CH noted that clarity regarding a programme for the provision of the results of surveys to WSCC would be gratefully received.</p> <p>AB noted that archaeological geophysical survey results may not be available across all onshore cable route options. AB outlined that where the results are not available to contribute to onshore cable route selection, existing information within baseline report and assessments undertaken to date will be considered. AB clarified that a lack of data for a proposed LACR would not lead to an assumption that the onshore cable route is not significant from an historic environment perspective.</p> <p>CH noted that a lack of available data for all onshore cable route options presents a risk to the Proposed Development. NC noted that survey results inform the ongoing cable route design and selection process. NC noted that the approach to assessment is to assume a worst-case scenario where data may be insufficient.</p> <p>CH noted that having constant feedback of the ongoing results is positive. CH advised that the presence of buried archaeology of high significance should be assumed to be present across all routes.</p> <p>CH agreed that commitment C-13 should be reworded. WSCC will review and provide feedback.</p> <p>CH noted the need for a discussion regarding archiving requirements and requested a meeting is to discuss archaeological trial trenching strategy.</p> <p>NC thanked all attendees and noted minutes would be distributed.</p>	<p><b>4 – AB to undertake further engagement with CH (WSCC) to discuss archaeological trial trenching strategy.</b></p>
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# Meeting Minutes



**Date:** [02/03/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Noise and Vibration, Air Quality, Soils and Agriculture and Ground Conditions

Attendee	Role
██████████ (SB) – Environment Agency	Rampion 2 Response Lead
██████████ (VC) – South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (NC) – Rampion Extension Development Ltd (RED)	Rampion 2 Onshore Consents Manager
██████████ (ME) – WSP	Noise and Vibration Technical Lead
██████████ (IG) – WSP	Air Quality Technical Lead
██████████ (LG) – WSP	Soils and Agriculture Technical Lead
██████████ (JL) – ADC	Senior EHO
██████████ (JN) – West Sussex County Council (WSCC)	Principal Planning Officer
██████████ (AP) – SDNPA	Transport Officer
██████████ (CR) – Arun District Council (ADC)	Senior Environmental Health Officer (EHO)
██████████ (CS) – WSP	Assistant EIA Project Manager
██████████ (ES) – Icenii Projects (on behalf of ADC)	Environmental Impact Assessment (EIA) Consultant
██████████ (TW) – Environment Agency	Groundwater and Contaminated Land Specialist
██████████ (JZ) – WSP	Onshore EIA Project Manager

**Apologies:**

None received

**Actions Summary**

Number	Action
1	JZ to clarify the use of different compounds to AP.
2	WSP to distribute ETG minutes from November 2022.
3	BR to provide ADC with a shapefile of onshore cable route options proposed at PEIR, PEIR SIR and PEIR FSIR.
4	BR to arrange a meeting with WSCC regarding minerals safeguarding assessment.
5	BR to update commitment C-245 to clarify the commitment relates to groundwater hazardous substances.
6	BR to arrange a meeting with the Arundel Bypass project team.

Topic of Discussion	Actions
<p><b>1 Welcome</b></p> <p>JZ introduced the meeting.</p> <p>JZ asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees.</p> <p><i>Project update from RED (Slide 5)</i></p> <p>NC provided a project update. This noted supplementary statutory consultation undertaken from 18 October to 29 November 2022. NC outlined 400 consultation responses were received, enabling the refinement of the onshore red line boundary.</p> <p>NC outlined potential onshore changes requiring a final consultation exercise in line with government guidance. NC provided an overview of progress, this comprised:</p> <ul style="list-style-type: none"> <li>• continuation of onshore and offshore environmental surveys;</li> <li>• commercial negotiations with landowners over the onshore cable route; and</li> <li>• Development Consent Order (DCO) Application planned for June 2023.</li> </ul> <p><i>Route Selection (Slide 6)</i></p> <p>NC outlined the routes presented at supplementary consultation, noting that confidential discussions were undertaken with landowners based on consultation feedback.</p> <p><i>Onshore close-out engagement/consultation (Slide 7)</i></p> <p>NC outlined changes and onshore cable route refinements arising from the 2022 consultation period considering the South Downs area.</p> <p>NC informed consultees that targeted consultation had commenced in February 2023.</p>	
<p><b>2 Noise and vibration</b></p> <p><i>Process since November 2022 Expert Topic Group (ETG) meeting (Slide 9)</i></p> <p>ME provided an update on progress since November 2022, this comprised:</p> <ul style="list-style-type: none"> <li>• input into the design change process, contribution to the Preliminary Environmental Information Report (PEIR) Further Information Report (FSIR) (RED, 2023). ME clarified no changes were presented to the assessment results from the PEIR (RED,2021) or PEIR Supplementary Information Report SIR (SIR) (RED,2022);</li> <li>• baseline noise survey for onshore substation noise assessment completed on 20 February 2023; and</li> <li>• construction noise predictions started.</li> </ul>	
<p><b>3</b> <i>Discussion on Section 42 consultation responses and comments (Slide 10)</i></p> <p>ME responded to S42 comments from Arun District Council (ADC):</p> <p><i>Further detail is required on how works to support offshore development are likely to affect Noise Sensitive Receptors at Climping Beach.</i></p>	

	<p>ME clarified assessment of this was ongoing and would be included in the Environmental Statement (ES).</p> <p><i>Documents referencing 'Temporary Construction Compounds' would benefit from clarification that these units will remain in-situ for the whole of the building period and have the potential to adversely affect nearby Noise Sensitive Receptors.</i></p> <p>ME confirmed that clarity will be added to the estimated duration of use for temporary construction compounds and accesses. ME outlined that traffic assessments are based on a worst-case construction traffic flow level for affected roads.</p> <p><i>The provision of an operational access route through existing quiet housing at Benjamin Grey Drive, Wick, Littlehampton is not ideal.</i></p> <p>ME clarified that operational maintenance traffic will be minimal and would not be distinguishable from existing residential vehicular movements. ME noted that operational traffic would not meet the threshold values needed to be able to assess a change in traffic noise.</p> <p><i>Please note it will be necessary to provide written detail of the proposed method for piling; how predicted noise and vibration levels have been calculated and how these will affect (nearby) sensitive receptors in the outline Code of Construction Practice.</i></p> <p>ME clarified that onshore piling in Arun District is not anticipated. However, where relevant, the method of prediction and assessment of any onshore piling across the works will be stated within the ES with appropriate mitigation applied to be set out in the outline Code of Construction Practice (CoCP) as required.</p> <p>ME responded to Section 42 comments from Washington Parish Council:</p> <p><i>Concerns surrounding noise from the continuous drilling installation across the recreation ground will have a detrimental impact on residents and village hall.</i></p> <p>ME responded that the noise from drilling will be predicted and assessed for local receptors. ME noted that there are no specific noise limits for the Proposed Development, however the Unacceptable Observable Effect Level will not be exceeded.</p>	
4	<p><i>Survey update and data collection (Slide 11)</i></p> <p>ME provided an overview of updates to surveys and baseline data:</p> <ul style="list-style-type: none"> <li>• Baseline noise survey results will be used within the British Standard 4142 (Noise survey and assessment) assessment for the onshore substation, including residential internal assessment. Mitigation is to be updated; and</li> <li>• Construction baseline for trenchless crossing (TC) sites, main temporary construction compound areas and some accesses planned to be measured in April 2023.</li> </ul>	
5	<p><i>Approach to Environmental Statement (Slide 12)</i></p> <p>ME clarified there is no change in approach to assessment the ES from PEIR (RED,2021). The assessment will consider:</p> <ul style="list-style-type: none"> <li>• working hours confirmation and consideration of quiet shoulder hours;</li> <li>• tranquillity assessment method for South Downs National Park;</li> <li>• existing National Grid Bolney Substation upgrade works, potential cumulative effect; and</li> <li>• lessons learned from Rampion 1.</li> </ul>	
6	<p><i>Statement of Common Ground (SoCG) (Slide 13)</i></p> <p>ME provided an update on the approach to Statements of Common Ground (SoCGs), comprising:</p>	



<ul style="list-style-type: none"> <li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation;</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination; and</li> <li>• Progression of the SoCGs is expected to be an iterative process which will likely continue over the course of the DCO Examination.</li> </ul> <p>NC noted that the ambition is to submit a draft SoCG with the application for development consent.</p> <p>JN requested further information regarding the incorporation of lessons learned from Rampion 1 in relation to onshore substation noise monitoring. JN noted that it could be helpful to draw parallels from Rampion 1 and build in the actual noise level.</p> <p>JN advised the importance of considering the duration of temporary construction compounds, the likelihood these durations may over-run, the difference in impact from satellite compounds versus larger and trenchless crossing (TC) compounds.</p> <p>JN advised the requirements of the DCO are considered when determining working hours. JN noted that continuous impacts should be incorporated into the DCO rather than individual approvals being sought from the Local Planning Authority (LPA). JN highlighted the necessity to be aware of instances where processes may overrun.</p> <p>ME acknowledged these comments.</p> <p>AP outlined that temporary construction compounds within Washington being consolidated into one point in proximity to Washington Roundabout. AP requested further information on how the impact to noise and air quality at this location will be assessed.</p> <p>AP requested clarity on whether the impacts would be consolidated.</p> <p>JZ noted that other temporary construction compounds would be present to the south of Washington.</p> <p>AP outlined a lack of clarity on the process of refinement for the multiple proposed compounds. JZ noted an action to clarify the use of different temporary construction compounds to AP.</p> <p>JN outlined that, following consultation with the noise and vibration aspect, the Environmental Health Officers (EHOs) agree with the number of receptors identified at the onshore substation. JN requested further information on the methodology for onshore substation and construction noise monitoring and whether impacts will be observed then extrapolated. JN outlined that, with this method, it will be hard to understand impacts further away from the Proposed Development. JN advised that a consideration of individual receptors should be undertaken, even where a full baseline survey is not proposed in order to capture the worst-case scenario. This is to ensure that any design changes are taken into account. ME clarified that the noise limit will be suitable for the closest receptors. Receptors further away should experience lower noise levels. If required, receptors further afield will be assessed.</p> <p>JN outlined noise generated from the use of temporary construction compounds was an impact experienced throughout the construction of Rampion 1 and should be considered in the cumulative effects assessment.</p> <p>JN outlined that receptors may have different baseline noise levels and thus be more sensitive to changes. JN advised this is considered in the assessment.</p> <p>JN requested clarification on whether noise contours are available for the Proposed Development. ME confirmed contour figures will be provided in ES.</p>	<p><b>1 – JZ to clarify the use of different temporary construction compounds to AP.</b></p>
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	JN advised that, where the onshore substation, temporary construction compounds and accesses are all in proximity to the receptor, that the cumulative effects should be considered. ME clarified that appropriate mitigation will be applied where required, considering cumulative effects.	
7	<p><b>Soils and agriculture</b></p> <p><i>Progress since November 2022 Expert Topic Group meeting (Slide 15)</i></p> <p>LG provided an update on progress since November 2022, comprising:</p> <ul style="list-style-type: none"> <li>input into the design change process, contribution to PEIR FSIR (RED,2023). LG clarified the PEIR FSIR uses the same approach taken as for PEIR SIR (RED,2022), there are no new soil or agricultural land receptors relating to LACR-01d; and</li> <li>Soil and Agricultural Land Classification (ALC) surveys are scheduled to restart in early 2023 – this will cover land outside the moderate or high Unexploded Ordnance (UXO) hazard zones (associated with the former South Downs Training Area).</li> </ul> <p>Deliverables currently being prepared comprise:</p> <ul style="list-style-type: none"> <li>Environmental Statement (ES) chapter: Soils and agriculture; and</li> <li>outline Soil Management Plan (SMP).</li> </ul>	
8	<p><i>Discussion on Section 42 Consultation responses and comments (Slides 16 - 19)</i></p> <p>LG responded to Section 42 comments from Natural England:</p> <p><i>As the ALC grade can only be estimated from mapping, the assessment cannot compare the effects on agricultural land between routes.</i></p> <p>LG clarified that the majority of the LACRs are within the former South Down Training Area in the South Downs National Park (SDNP). Due to UXO hazard levels, recent soil and ALC surveys have not yet been completed for relevant sections of the PEIR (RED,2021), PEIR SIR (RED,2022) and PEIR FSIR (RED,2023). LG confirmed that the ES and outline SMP will use desk-based information to describe the baseline and acknowledge the data gap in the SDNP for soils and ALC grades.</p> <p><i>Advised that ideally the soil resources data underpinning the SMP and ALC grades would have already been collected.</i></p> <p>LG clarified that the ES will state that all soils must be surveyed in accordance with the Natural England recommendations and that the final SMP can only be completed once this information is available. LG clarified that, once onshore cable route selection is made, additional UXO measures will be implemented to allow ALC, ground investigation and soil surveys to be undertaken during the pre-construction phase.</p> <p>LG noted that the outline SMP will support the DCO Application as part of the outline Code of Construction Practice (CoCP).</p> <p><i>Natural England welcome the commitment to comply with Defra 2009 Code of Construction Practice for the Sustainable Use of Soils<sup>1</sup> and requests that various soil handling measures are detailed in the SMP.</i></p> <p>LG clarified that the outline SMP is in progress and that compliance with the Defra 2009 Code of Construction Practice is a consideration. The soil management measures proposed will be based on all available soil and ALC survey data prior to submission of the DCO Application.</p>	

<sup>1</sup> Department for Environment, Food & Rural Affairs (Defra), (2009). *Construction Code of Practice for the Sustainable Use of Soils on Construction Sites*. [Online] Available at: <https://www.gov.uk/government/publications/code-of-practice-for-the-sustainable-use-of-soils-on-construction-sites> [Accessed 13 March 2023].

	<p>LG responded to Section 42 comments from West Sussex County Council (WSSCC):</p> <p><i>Concerns over reinstatement of land based on the experience of Rampion 1. A comprehensive, fully resourced and implemented maintenance plan is considered essential, with regular, timely inspections (at an agreed frequency) to ensure planting succeeds at an early stage in the plan.</i></p> <p>LG clarified that the outline SMP will include requirements for handling of soils and a section covering monitoring of compliance with and the success of the SMP. The outline SMP will commit to a period of aftercare. LG clarified that these measures would be covered in more detail in the final SMP.</p> <p><i>Storage of soil in the floodplain will require careful consideration.</i></p> <p>LG outlined that measures for soil storage in floodplains will be confirmed with the water environment aspect and detailed in the ES and the outline SMP.</p>	
9	<p><i>Survey update and data collection (Slide 20)</i></p> <p>LG provided an update on surveys and data collection, including:</p> <ul style="list-style-type: none"> <li>• further surveys for soil resources and ALC grades, where not limited by UXO risk, will be completed pre-submission of the DCO Application to inform the ES chapter for soils and agriculture and the outline SMP which forms part of the outline CoCP;</li> <li>• data gaps will be acknowledged in the above documents and the Soil and ALC Survey Report; and</li> <li>• appropriate commitments will be included in the ES and outline SMP to ensure that soil and ALC survey will be completed for remaining areas of the proposed DCO Order Limits during pre-construction surveys, and that this data will inform the final SMP, including soils resources planning and materials management planning.</li> </ul>	
10	<p><i>Approach to Environmental Statement (Slide 21)</i></p> <p>LG clarified that the approach to the ES remains generally consistent with that outlined in the PEIR (RED, 2021) regarding its methodology. LG noted that baseline information will be updated to include all available soil and ALC survey data.</p> <p>LG outlined that the ES will include a Soil and ALC Survey Report as an appendix and will provide the technical baseline report for the ALC grades within the proposed DCO Order Limits in areas where survey has been possible, providing details of the soil resource present.</p> <p>LG acknowledged that the Soil and ALC Survey Report will need to be supplemented with additional ALC survey and soil resource information obtained from further survey during pre-construction within the moderate and high UXO hazard zones.</p>	
11	<p><i>Statement of Common Ground (Slide 22)</i></p> <p>JZ provided an update on the approach to SoCGs, this comprised:</p> <ul style="list-style-type: none"> <li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation;</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination; and</li> <li>• Progression of the SoCGs is expected to be an iterative process which will likely continue over the course of the DCO Examination.</li> </ul> <p>JN requested clarification on the durations of soil storage where soil is planned to be used as noise or landscape mitigation. JN noted that during the construction of Rampion 1 soil storage was</p>	

	<p>in place for longer than expected due to reinstatement periods. JN requested that the outline SMP includes mitigation for soil stores in place longer than expected, for example the use of grass seeds. JN advised that the outline SMP links to other documents produced by Landscape and Visual Impact Assessment (LVIA) and Noise. LG clarified that the outline SMP is partially developed and outlines that protection will be applied to soil storage in the interest of soil health.</p> <p>VC agreed that lessons learned from Rampion 1 indicate that soil quality and health is critical. VC noted that SDNPA will be looking at this carefully. LG confirmed that monitoring roles and responsibilities will be included in the outline SMP.</p>	
12	<p><b>Air quality</b></p> <p><i>Progress since November 2022 ETG meeting (Slide 25)</i></p> <p>IG provided an overview of progress since November 2022, comprising:</p> <ul style="list-style-type: none"> <li>input into the design change process, contribution to the PEIR FSIR (RED, 2023). IG noted no change to the assessment results compared with those in PEIR (RED, 2021) and PEIR SIR (RED, 2022);</li> <li>reviewed feedback from non-statutory, PEIR and PEIR SIR (RED, 2021; 2022) consultation;</li> <li>ongoing work on the ES Air quality chapter including the update to modelling of trenchless crossing and plant equipment and the movement of traffic; and</li> <li>reviewing the request for an Air Emissions Mitigation Strategy guidance considering the nature and duration of the project. IG noted further consultation with Horsham District Council will be undertaken when traffic data is issued.</li> </ul>	
13	<p><i>Discussion on PEIR SIR consultation responses and comments (Slide 26)</i></p> <p>IG responded to Section 42 comments from Storrington &amp; Sullington Parish Council:</p> <p><i>Storrington High Street was declared an Air Quality Management Area due to pollutants from vehicles and heavy goods vehicles (HGVs). The council expects stringent measures to be implemented to prevent HGVs coming through Storrington village for any reason. Measures such as Automatic Number Plate Recognition (ANPR) should be set up to ensure HGVs follow the correct route.</i></p> <p>IG clarified that discussions with the Transport aspect and RED are ongoing to confirm anticipated routes. IG confirmed that the feasibility of any commitment on routing within the outline Construction Traffic Management Plan (CTMP) will be undertaken to inform whether ANPR cameras are appropriate.</p> <p>IG responded to Section 42 comments from Horsham District Council (HDC):</p> <p><i>The applicant is required to produce an air quality mitigation plan to ensure compliance with the Air Quality and Emissions Mitigation Guidance for Sussex (2021)<sup>2</sup>, encouraging the use of low emission technologies for all major projects.</i></p> <p>IG clarified that the Air Quality and Emissions Mitigation guidance relates to emissions from operational traffic. IG noted that this guidance is not considered appropriate for a project of this duration and with existing mitigation. IG clarified construction traffic is the focus for assessment, therefore proposed this would be better addressed by the outline CTMP or outline CoCP. IG noted that further consultation with HDC will be undertaken when the updated traffic data associated with the final Proposed Development is available.</p>	

<sup>2</sup> Sussex-air Partnership, (2021). *Air Quality and Emissions Mitigation Guidance for Sussex (2021)*. [Online] Available at: <https://www.midsussex.gov.uk/media/5608/sussex-aq-guidance-2021.pdf> [Accessed 13 March 2023].

	<p>IG outlined request from JN at previous ETG meeting (November 2022) on the reasonable assumption of construction duration. IG noted that once the duration is finalised this will be incorporated into modelling for air quality.</p> <p>JN requested the previous ETG minutes for Air Quality are provided.</p>	<p><b>2 – WSP to distribute ETG minutes from November 2022.</b></p>
14	<p><i>Approach to Environmental Statement (Slide 27)</i></p> <p>IG outlined that there are no changes to the approach to the ES from the PEIR (RED, 2021) and that the Air Emissions Mitigation Strategy is considered not to be required for the nature/duration of the project.</p>	
15	<p><i>Statement of Common Ground (Slide 28)</i></p> <p>JZ provided an update on the approach to SoCGs, this comprised:</p> <ul style="list-style-type: none"> <li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation;</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination; and</li> <li>• Progression of the SoCGs is expected to be an iterative process which will likely continue over the course of the DCO Examination.</li> </ul>	
16	<p><b>Ground conditions</b></p> <p><i>Progress update since November 2022 ETG meeting (Slide 30)</i></p> <p>BR outlined progress since November 2022, comprising:</p> <ul style="list-style-type: none"> <li>• Baseline <ul style="list-style-type: none"> <li>• Additional data obtained and baseline updated in preparation for the ES.</li> </ul> </li> <li>• Engagement <ul style="list-style-type: none"> <li>• Section 42 and supplementary consultation feedback reviewed and being incorporated into ES chapter where appropriate;</li> <li>• ETG meetings ongoing; and</li> <li>• WSCC meeting on minerals safeguarding to be arranged.</li> </ul> </li> <li>• Environmental Statement <ul style="list-style-type: none"> <li>• Preliminary assessment being updated to reflect routes identified in the PEIR SIR/FSIR (RED, 2022; 2023); and</li> <li>• ES chapter to be drafted using principles agreed at scoping and PEIR (RED, 2021).</li> </ul> </li> </ul>	
17	<p><i>Discussion on consultation responses and comments (Slide 31)</i></p> <p>BR responded to Section 42 comments from Arun District Council (ADC):</p> <p><i>Requested a copy of confirmed onshore cable corridor to carry out Part 2A contaminated land review.</i></p> <p>BR confirmed that a single shapefile of all onshore cable route options considered at PEIR, PEIR SIR and PEIR FSIR (RED, 2021; 2022; 2023) will be provided.</p>	<p><b>3 – BR to provide ADC with a shapefile of onshore cable route options proposed at PEIR, PEIR SIR and PEIR FSIR.</b></p>

<p>BR responded to Section 42 comments from WSCC:</p> <p><i>Rock Common Quarry – identified need to determine whether HGV movements in/out of Rock Common Quarry will be impacted by choice of construction compound location and access to/from this.</i></p> <p>BR clarified that Rock Common Quarry is considered in the PEIR (RED, 2021) and will be considered in the ES if it is included in the proposed DCO Order Limits. BR noted that the PEIR (RED, 2021) does not propose any mineral safeguarding impacts regarding Rock Common Quarry.</p> <p>BR outlined that the temporary construction compound will not impede the ability of the quarry to operate as a business. BR clarified that further consideration of the impact of Rampion 2 on traffic will be included in the transport ES chapter.</p> <p>BR noted that a meeting on minerals safeguarding is to be arranged with WSCC.</p> <p>BR responded to Section 42 comments from the Environment Agency:</p> <p><i>Confirmation around non-hazardous drilling fluids and management of fluid breakout.</i></p> <p>BR outlined the new commitment (C-245) to formalise this confirmation.</p> <p><i>Work near landfill sites should not compromise containment features.</i></p> <p>BR outlined that construction works will not compromise landfill containment, highlighting only one location which passes through a historic landfill containing inert waste (Brook Barn Farm) which is limited to the very edge of the permitted boundary. BR confirmed that previous Environment Agency comments have confirmed the risk of land contamination here is low.</p> <p><i>Furniture manufacture adjacent to cable corridor means per- and polyfluoroalkyl substances (PFAS) may be present.</i></p> <p>BR confirmed that the potential for PFAS has been noted. BR clarified that there is no direct interaction with land with the current or historic presence of manufacture sites. BR outlined that, should open trench excavations at Vinery Industrial Estate require dewatering, disposal of water will comply with permitted discharge limits.</p>	<p><b>4 – BR to arrange a meeting with WSCC regarding minerals safeguarding assessment.</b></p>
<p><i>PEIR Further Supplementary Information Report (FSIR) discussion (Slide 32)</i></p> <p>BR provided an update on the outcome of the PEIR FSIR (RED, 2023):</p> <ul style="list-style-type: none"> <li>• No new mineral safeguarding interactions identified as a result of the alternatives and modifications presented in the PEIR FSIR (RED, 2023); and</li> <li>• Alternatives and modifications in the PEIR FSIR (RED, 2023) are located predominantly on agricultural land with limited potential for sources of contamination to be present. No new sources of contamination have been identified.</li> </ul> <p>BR clarified that no changes to the overall assessment outcomes and conclusions in the PEIR (RED, 2021) are anticipated.</p>	
<p><i>Approach to Environmental Statement (Slide 33)</i></p> <p>BR confirmed that the approach to the ES remains consistent with the approach outlined at PEIR (RED, 2021) in respect of scope and methodology.</p> <p>BR noted that the ES contributions from the ground conditions aspect will comprise chapter text and an updated desk study, forming the baseline as an appendix to the ES.</p> <p>AP requested further information on any planned site assessments to complement the desk study.</p>	

	<p>BR confirmed that walkovers were previously undertaken to observe any potentially sensitive areas identified in the desk study. BR clarified that this comprised the ground truthing of potential risk areas as opposed to walking the whole onshore cable route.</p>	
	<p><i>New commitments (Slide 34)</i></p> <p>BR provided an overview of a new draft commitment C-245<sup>3</sup>.</p> <p>TW requested additional clarification that the commitment refers to groundwater hazardous substances.</p> <p>BR confirmed that this update to commitment C-245 would be proposed.</p>	<p><b>5 – BR to update commitment C-245 to clarify the commitment relates to groundwater hazardous substances.</b></p>
	<p><i>Statement of Common Ground (Slide 35)</i></p> <p>JZ provided an update on the approach to SoCGs, this comprised:</p> <ul style="list-style-type: none"> <li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation;</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination; and</li> <li>• Progression of the SoCGs is expected to be an iterative process which will likely continue over the course of the DCO Examination.</li> </ul> <p>BR outlined agreements made with stakeholders, including:</p> <ul style="list-style-type: none"> <li>• Study Area;</li> <li>• Methodology of assessment; and</li> <li>• Initial baseline issued at PEIR (RED, 2021).</li> </ul> <p>JN noted that engagement should be undertaken with WSCC in order to agree the approach to minerals safeguarding assessment. (See action 4).</p> <p>BR confirmed a meeting would be arranged with WSCC to discuss the approach to minerals safeguarding assessment.</p> <p>JN requested further information on the consenting of hazardous substances as part of the Proposed Development. BR confirmed that the Proposed Development does not propose the use of hazardous substances, therefore consent for their use is not being requested.</p>	
	<p><i>AOB (Slide 36)</i></p> <p>CR requested that the Arundel Bypass project team are involved in consultation on noise and matters of concern.</p> <p>AP noted that receipt of the slide materials in advance of the ETG meeting is required to review the content.</p> <p>JZ acknowledged the comments received.</p> <p>NC thanked all attendees.</p>	<p><b>6 – BR to arrange a meeting with the Arundel Bypass project team.</b></p>

<sup>3</sup> C-245 – ‘Environmentally hazardous drilling fluids, or those containing hazardous substances, will not be used during trenchless crossing (including HDD).’





<b>Rampion 2</b>		
<b>Evidence Plan Process: Steering Group Meeting</b>		
<b>Date:</b> 05/09/2022	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (SC)	Independent Chairman	Chair
██████████ (RK)	The Planning Inspectorate (PINS)	Senior EIA Advisor
██████████ (JS)	MMO	Case Officer
██████████ (DW)	MMO	Case Manager
██████████ (EP)	Natural England	Case Officer
██████████ (MJ)	Natural England	Principle Advisor – Offshore Infrastructure
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (ES)	East Sussex County Council	Head of Planning & Environment
██████████ (AH)	West Sussex County Council	WSSC Rampion 2 Project Officer
██████████ (NS)	West Sussex County Council	Public Rights Of Way Officer
██████████ (RS)	West Sussex County Council	Historic Environment Record Officer
██████████ (IG)	West Sussex County Council	Principle Planner
██████████ (CP)	Historic England	Head of Marine Planning
██████████ (MH)	South Downs National Park Authority (SDNPA)	Major Planning Projects and Performance Manager
██████████ (VC)	SDNPA	Principal Planning Officer
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (DB)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (LO)	Wood Plc	Overall EIA Project Director
██████████ (AP)	Wood Plc	Overall EIA Project Manager
██████████ (RG)	RED	Senior Consents Manager
██████████ (NC)	RED	Onshore Consents Manager
██████████ (MW)	Arun District Council	Principal Conservation Officer
██████████ (CR)	Arun District Council	Senior Environmental Health Officer
██████████ (NCA)	Arun District Council	Head of Planning
██████████ (JT)	Chichester Council	Senior Planner
██████████ (JK)	Chichester District Council	Archaeology Adviser
██████████ (SM)	Mid Sussex County Council	Senior Planning Officer
██████████ (MP)	Horsham District Council	Senior Planning Officer
<b>Apologies</b>		

<b>Agenda Item</b>	<b>Agenda Item</b>
<b>1</b>	Welcome and previous meeting action points (10:00-10:05)
<b>2</b>	Update on Proposed Development (10:05-10:30)
<b>3</b>	Activities undertaken to date in relation to the Onshore aspects of the Proposed Development (10:30-10:4)
<b>4</b>	Activities undertaken to date in relation to the Offshore aspects of the Proposed Development (10:45-1100)
<b>5</b>	Update on S42 Consultation (11:00-11:15)

Agenda Item	Agenda Item
6	Discussion of Roadmap (11:15-11:25)
7	AOB and meeting wrap up (11:25-11:30)

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>Attendee list confirmed and general housekeeping. Participants made aware that the meeting was being recorded. No objections noted.</li> <li>CP offered no further comment on the previous outstanding action from last meeting in November 2021, whose minutes were agreed.</li> </ul>	
2	<p>Updates on project to date</p> <ul style="list-style-type: none"> <li>RG gave project updates since the last meeting in November with an overview of the consultations to review potential changes to PEIR in late 2021 to mid-2022. Phase four of the offshore Expert Topic Groups (ETGs) completed, planning for phase four of the onshore ETGs to occur Q3/Q4 this year.</li> <li>Key points - Progressing with Bolney Road (now referred to as 'Oakendene') as the preferred onshore substation site (announced publicly in July following relevant landowners being informed in advance). Offshore there have been changes to the boundary in response to the SLVIA comments, a helicopter refuge area to the west of Rampion 1 has been introduced and the proposed maximum number of wind turbine generators (WTGs) in Rampion 2 has been reduced.</li> </ul> <p>Onshore the previous consultations have led to further proposed changes in the cable corridor. There may now be part of the proposed revised route that does not align with the original intention of having 25-meter (m) buffer criteria for cable routes around ancient woodland.</p> <p><u>Comments and questions</u></p> <p><u>Substation</u></p> <p><i>SC – what is meant by targeted onshore?</i></p> <p><i>RG – Geographical coverage of consultation, along the areas of potential change to the onshore cable route.</i></p> <p><i>SC – will the next round of onshore consultation follow a similar approach as the offshore consultation, e.g. material online and webinars? Any thought for public face to face engagement?</i></p> <p><i>RG – Previous consultation was undertaken during the peak of the covid restrictions. We will publish a final updated statement of community consultation and plan to take advantage of the post covid relaxation in public events. We understand the online presence is still key in facilitating access for many people. Physical drop ins will be available. This consultation process can be quite complicated, especially when consulting on numerous discrete changes.</i></p> <p><i>VC – Relating to the statement of community consultation (SOCC), is there going to be an opportunity to provide a summary of comments on the draft SOCC consultation and how the consultation will run this time around?</i></p>	

Agenda Item	Notes	Actions
	<p><i>RG – we are comfortable we have addressed all comments, and this will be distributed when final.</i></p>	
3	<p>Onshore EIA Update</p> <ul style="list-style-type: none"> <li>• AP - gave an onshore Environmental Impact Assessment (EIA) update from the onshore ETGs held in November 2021. Feedback has been incorporated into the project design moving forward. The Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) will support the forthcoming targeted consultation for onshore work. The SIR will conclude if there are any significant changes required in the plans since PEIR. It will be kept short and provide sign posting moving forward.</li> <li>• AP – the next round of ETGs will aim to provide an update on aspect specific surveys and potential changes in the PEIR SIR, describe the programme of further surveys and look to discuss the S42 comments that are continuing to be addressed. The ETGs will also provide an update on embedded environmental measures for each aspect that have been developed and an opportunity to discuss any other relevant content within the SIR.</li> <li>• AP – gave overview of the timelines of surveys completed to date and ongoing as well as the surveys to be completed in Q3/Q4 2022.</li> </ul> <p><u>Comments and questions</u></p> <p><i>CP – what are the timeframes for the supplementary ETGs?</i></p> <p><i>AP – Doodle polls to be circulated, to gauge availability – aiming for mid-October.</i></p>	
4	<p>Offshore Update</p> <ul style="list-style-type: none"> <li>• NH gave an update of activities taken to date and since the last round of ETGs (May/June 2022), as well as the targeted consultations for issues raised on SLVIA, underwater noise and shipping and navigation. Progressing of offshore chapters for the draft Environmental Statement is ongoing and targeted meetings still outstanding are to be held imminently. Since PEIR, we have made significant refinements to the offshore red line boundary (RLB). We have also Introduced further embedded mitigation measures in response to key issues in S42. These include a helicopter refuge area to the West of Rampion 1, further refinements according to the four key design principles to adapt the RLB, to increase the separation distance from the Heritage Coast and to increase areas with no turbines for SLVIA mitigation. We have also eliminated an overlap with a Ministry of Defence (MOD) naval practice area.</li> </ul> <p>Some further geotechnical borehole surveys are being carried out as will a further winter shipping vessel traffic survey.</p> <p><u>Comments and questions</u></p> <p><u>Red line boundary</u></p> <p>SC – The Rampion 1 Development Consent Order had a designated structures exclusion zone prohibiting the construction of turbines and offshore substations, is that the same for Rampion 2 in these white zones?</p>	

Agenda Item	Notes	Actions
	<p>NH – correct</p> <p>SC – In terms of shipping and navigation, are you proposing any additional hazard workshops?</p> <p>NH – Yes, we will be holding a revised hazard workshop tomorrow to communicate the changes to the red line boundary with shipping and navigation stakeholders.</p> <p>CP – regarding additional work going on in reference to geotechnical survey, is there an update on the reporting on this and how it will fit into the application?</p> <p>NH – It is unlikely any data will be fed into the Environmental Statement (ES) chapter but additional data will be fed in at a later date post application.</p>	
5	<p>Updates on S47 &amp; S42 consultation</p> <ul style="list-style-type: none"> <li>• RG – gave an overview of the further consultation and engagement process in 2022. Since the last steering group, we have sent leaflets to coastal properties and held virtual presentations at which members of the wider local communities could raise specific queries about the project. We have ongoing discussions with elected Members of Parliament in local districts. Landowner liaison work has continued and project updates were sent to them in August. We feel we have accommodated potential changes to the onshore cable route which will allow us to move forward with a decision once consultation is completed.</li> <li>• NH - we are aware we haven't issued an agreement log alongside these ETG/stakeholder meetings. We have two remaining EPP meetings for offshore, following which we will update the agreement log to enable the DCO application to move forward.</li> <li>• Key topic headlines from the s42 consultation include SLVIA concerns (now addressed through further development of the design principles and refinement of the RLB), proximity concerns for fisheries grounds (which have also been addressed by the refinement of the RLB), and also shipping concerns (which have also been alleviated due to the reduction of the RLB). All the attendees were asked to comment on the s42 summary of key topic concerns.</li> </ul> <p><u>Comments and questions</u></p> <p><i>VC – these s42 topic summaries are broad-brush and high-level responses, once we have seen the agreement log in full it'll be easier to provide comments. A conversation that will continue after this meeting.</i></p> <p><i>CP – Thank you for the reference to ongoing consultation. There is no more engagement for historic environment matters. We will have to provide responses in line with the information we are provided within the agreement log and the DCO examination.</i></p>	

Agenda Item	Notes	Actions
	<p><i>CR – will the definitions of cable route require additional meetings?</i></p> <p><i>RG – we aren't re-consulting, we will consult on changes, take the responses from that and provided meetings and go away to discuss and define a final cable route.</i></p> <p><i>CR – do we know which ancient woodland will be affected?</i></p> <p><i>RG – This is a potential change; it will be on the map and introduced in our consultation material.</i></p> <p><i>CR – where is the woodland?</i></p> <p><i>RG – You will be forwarded a map to better explain the woodland's location.</i></p> <p><i>AH – Offshore comments, we do need to see the detail in the agreement log to be submitted to us in due course.. Still some comments outstanding regarding methodology, and general concerns of impacts to residents based upon current understanding of the effects outlined at PEIR., We can pick this up as a separate discussion, as raised on the ETGs, it would be useful to understand what the pathway to Development Consent Order (DCO) might mean once the red line boundary has been defined.</i></p> <p><i>NH – The anticipation is we will respond in writing, we are finishing some of the visuals with the update, once those are done, we can have a follow up if needed.</i></p> <p><i>RG – we discussed the aim of the ETGs to be held during the next PEIR SIR consultation phase, our intention is that these will be conclusive ETGS – followed by a final round meaning you will get two rounds of ETGs quite close together to provide feedback.</i></p> <p><i>AH – we would welcome that.</i></p> <p><i>EP – NE need to see the agreements log before we can make any comments moving forward – as well as flagging some outstanding comments on our behalf.</i></p> <p><i>JS – asked about the agenda and slides for the black bream meeting as there was a need for CEFAS to consider the information before the meeting and advise the MMO accordingly. NH was finalising the slide and was aiming to send these out in the next couple of days.</i></p> <p><i>AOB – none.</i></p>	<p><b>RWE- Circulate map of ancient woodland that may be affected by onshore cable route revision</b></p> <p><b>NH to circulate Black Bream Slides</b></p>
6	Discussion of roadmap	

Agenda Item	Notes	Actions
	<p>RG – Gave overview of the 2022-2023 upcoming roadmap. The offshore RLB has been firmed up, as has the onshore substation location, so the targeted onshore cable route consultation this autumn is the key to arriving at an onshore design freeze for the project. We are no longer looking to submit the DCO application this year.</p> <p><u>Comments and questions</u></p> <p><i>SC – The Secretary of State is looking for projects to be firm when they apply for the DCO so there isn't an ongoing process of movement during examination. This may mean that the overall DCO assessment and application timeframe could be shortened.</i></p> <p><i>RG – it is very much our intention to provide a settled scheme when we apply for the DCO.</i></p>	
7	No other matters raised. End of meeting.	

<b>Rampion 2 Steering Group Meeting</b>		
<b>Date:</b> 06/02/2022		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████	Independent Chairperson	Steering Group Chair
██████████	Natural England	Marine Senior Advisor
██████████	Natural England	Case Officer
██████████	MMO	Case Manager
██████████	MMO	Case Officer
██████████	West Sussex County Council	WSSC Rampion 2 Project Officer
██████████	Historic England	Head of Marine Planning
██████████	SDNPA	Principal Planning Officer
██████████	Wood Plc	Onshore EIA Project Manager
██████████	Wood Plc	Overall EIA Project Manager
██████████	GoBe Consultants Ltd	Offshore EIA PD
██████████	GoBe Consultants Ltd	Offshore EIA APM
██████████	RWE Renewables	Senior Consents Manager
██████████	RWE Renewables	RWE onshore consents
<b>Apologies</b>		
██████████	RWE Renewables	RWE offshore consents

Agenda Item	Agenda Item
1	Welcome and Project Update
2	Consultation
3	Onshore EIA Update
4	Offshore EIA Update
5	AOB actions and meeting close

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>MEETING IS NOT RECORDED</li> <li>SC: Actions from previous meeting (05/09/2022) as follows; RWE to circulate map of ancient woodlands and Nat to circulate Black Bream slides. Assuming all of that was dealt with so take last set of minutes as agreed.</li> </ul>	
2	<ul style="list-style-type: none"> <li>RG: Successful consultation last year, including ETG's, 600 consultation outreach events. Close to 1000 people involved in different events.</li> <li>RG: Refined Red line boundary- provisional fix on majority of route (80-90%).</li> <li>RG: Potential onshore changes which will require a final close out engagement consultation.</li> <li>RG: In one area of South Downs identified 1 refinement route alteration, sits between 2 routes consulted on last year, in the same area of the south downs, a few 100m either side of routes already consulted on. Proposing a final targeted consultation on this.</li> <li>RG: As a result of starting to fix cable routes, RWE are now entering into negotiations with landowners. Now route is crystalising allows RWE to go to landowners with a level of certainty.</li> </ul>	N

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• RG: Potential route conclusions have not been communicated with some landowners yet, in the process of talking to landowners however this is expected to take a few weeks.</li> <li>• RG: Contents of meeting should remain confidential.</li> <li>• SC: Will confidentiality apply to any discussions that West Sussex could have with district/parish councils?</li> <li>• RG: Forewarned relevant district councils, on the basis they treat it confidentiality but not Parish councils considering their connections to local community. RWE will be talking and updating Parish Councils but want to ensure all landowners are informed first.</li> <li>• NC: A wide variety of items presented at the supplementary consultation, all of which have been considered very carefully. One of which was the longer alternative cable route, at this point RWE are leaning toward LACR 1 above the PIER route which has previously been consulted on and LACR 2 which has also previously been consulted on. That then knocks out a lot of the alternative cable routes which were related to the original, ACR 3-5 are no longer relevant. ACR 2, 6 and 7 are beneficial changes but ACR 1 doesn't seem to stack up anymore. Then there are pedestrian crossing, modified routes and alternative accesses, which having received feed back are going to be incorporated into the final proposal.</li> <li>• VC: Are ACR elements discounted or going forward? Will they be communicated in consultation going forward?</li> <li>• RG: No RWE don't plan on doing that, planning a very targeting consultation about a small area and to really focus attention on this. To talk about the 3km in the middle as opposed to presenting the full 35km route.</li> <li>• VC: Can you confirm in writing which ones are discounted and going forward?</li> <li>• NC: Yes, we can confirm on a confidential basis. RWE are making land owners aware and do intend to make a full announcement after the 1D consultation is over. Want to be as open as quickly as RWE can.</li> <li>• VC: Important to get a clear picture as soon as possible.</li> <li>• NC: If RWE took a modification to consultation, it was because of previous consultation or environmental teams advised it. To get into a consultation to start with it had to be worth doing. If landowner had asked RWE to put in, then only by objecting to their own idea would it be taken out. With the longer alternative cable routes, it is a different matter.</li> <li>• AH: Talking about a press release or wider communication with political representatives. What will that entail? Will that inform you have decided, but you aren't going to go into detail? And then this consultation is coming? Can you be clear what it is that you will be announcing to the wider public and community about the decisions you have made?</li> <li>• RG: Had a call this morning to discuss the chronology of how this all comes out as it is crucial that the right people hear in the right order. Will come back to this.</li> <li>• NC: Show images from RWE internal GIS, work in progress. Consultation on LACR 1 which branched into B and C and LACR 2. LACR 2 was classed as a fall-back option due to its impact on ancient woodland it wasn't first choice. As LACR 1 was viable, LACR 2 fell away one was viable, 2 fell away and a choice between alternative what was already consulted on at PIER and LACR. Number of factors considered, including responses from consultation as well as considering the environment issues as well. On balance RWE think LACR 1 is preferred. RWE will write this up in consultation report in the alternatives chapter of the ES. LACR 1 generally goes through a less populated area and avoids some of the constraints that were encountered on the PIER route.</li> </ul>	



Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• Moving further up the route we have to choose between b or c, consultation isn't about what RWE think but also what public think. Some landowners in the area have suggested another option in the middle which has been named route D, it is very close to route C but avoids going over a hill and won't interfere with the farm. So after receiving this feedback RWE want to take forward to another consultation to find out if it really is better than alternatives and then RWE can make a final choice between b c and d. This is the only outstanding part of the route needing to be decided on, as mentioned earlier 80-90% has already been decided. 30km of uncertainty in the middle.</li> <li>• RG: 1d looks promising and welcome responses on this.</li> <li>• SC: Are you saying that 1a is your least preferred route?</li> <li>• NC: The way we have labelled it, route 1 forked in the middle, two branches to the northern end have been labelled B and C. The southern branch is A which we are settled on and B and C is the choice.</li> <li>• RG: Even if 1d was to present problems from consultation challenges, the combination of 1a+b or 1a+c regardless whether 1d comes into fruition or not RWE are satisfied that that balance is waying in favour of LACR 1 over the original PIER unless we hear anything else we know balance lays in favour of LACR1. However, will weigh everything up and make final decision.</li> <li>• NC: I will now talk about how we plan to run consultation on the 1d option.</li> <li>• RG: Really good turnout for face-to-face events before covid- RWE ran drop in events, nearly 600 people through the door over 4 separate events at different times and days.</li> <li>• NC: Will write up all regard in consultation report at the DCO submission.</li> <li>• NC: Stick to statutory s42 consultation write to bodies- include parish councils, local authorities and landowners. Community consultation isn't required as localised had a look who lives with in 1km at last consultation and sent out leaflets to 10 houses. Next will send a letter, focused consultation on that area within.</li> <li>• SC: how many landowners you will be talking to for the 1d route?</li> <li>• RG: relatively low numbers less than 10</li> <li>• NC: 5-10 effected landowners.</li> <li>• VC: How through consultation will you deal with public rights of way, different areas and people using those areas will be directly affected. Will you do consultation for people who aren't landowners but will be affected?</li> <li>• NC: in the past we have we have put notices up, would you recommend this this time?</li> <li>• VC: Yes, what ever has been approved previously needs to be done again. Despite it being targeted then you will have covered all bases. Local Access forum is a member of our ETG.</li> <li>• EP: We have a few questions, haven't had a lot of info, in terms of format for consultation will it be on 1d only or on others? Will there be comparisons on b and c?</li> <li>• NC: Intension to run it as last supplementary consultation, where simply expanded our land area and asked if there was any information anyone could provide. RWE will then write out preliminary environmental information in the same format for that 3km of route. If want to use a comparison, as we would be using the same format you can look over the previous information. Ultimately it is our responsibility to do comparison of the routes baring in mind the feedback given.</li> <li>• EP: Will there be further survey information? Or are we waiting to see that in the ES?</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• NC: Yes, we have teams in the field now, trying to get same level of survey information as we have other sections. If this section of route is selected then even more work needs to be done to ensure RWE has all data needed for submission</li> <li>• EP: When are we expecting this? What kind of consultation period should we be expecting?</li> <li>• RG: target start 24<sup>th</sup> Feb, we are focused on small section of cable route- want 30 days consultation, out by around March 27<sup>th</sup> or so.</li> <li>• EP: We will struggle with 4-week consultation period due to extent of other projects, need a discussion as this will be very challenging to meet. Will it be clear in consultation what is new information and what information we have seen before? It would be useful to make clear what is new.</li> <li>• NC: You could skim through introduction as that will be what you have seen before. Then when you get into main sections then that will be new information.</li> <li>• EP: Is there an option where you can highlight new stuff within the documents?</li> <li>• NC: suppose we could, question is commissioning this piece of work, trying to keep it as short as possible but as it is a standalone document it still needs to have introduction, method, background. It will be getting on to the analysis that will be the interesting part.</li> <li>• EP: Anything that you can do, like putting new bits in bold or a different colour.</li> <li>• AP: Front end will be similar but could highlight sections that are new.</li> <li>• NC: May need legal advice re. if this is possible.</li> <li>• AP: Yes, we can do that as a communication.</li> <li>• RG: No one has had a head start on this, we mentioned South Downs and West Sussex having been pre informed of this, but RWE just had meetings last week with the relevant authorities which are South Downs and West Sussex and then with the directly effected local authorities, many of which leave their planning aspects down to South Downs anyway.</li> <li>• VC: Other district councils don't leave their planning functions to us there are planning functions. We contract out planning functions to them in some circumstances. This is critical to understand.</li> <li>• RG: Arrangement between West Sussex and South Down</li> <li>• VC: No, National Park authority have full statutory planning function within the national park area, we then have service agreements with some of the local authorities within that area to provide certain services so for example West Sussex continue to Highway elements, but minerals and county matters are all within the national park we are responsible for those. Too widespread to do all of it. So just be very clear this is very different.</li> <li>• SC: Former consultation will be aimed at key statutory bodies and landowners and information will be available online? Will there be no further public meetings in the same way you did in October/November consultations.</li> <li>• NC: we are not going to go out with proposal for that, information will be discoverable on website, we will direct statutory bodies to that, Parish councils have invited us to public meetings and we have said yes on most occasions, if the Parish's think that is worth doing again will be down to them and as we are not doing this as a community consultation ourselves then we are not proactively arranging meetings in that manor.</li> <li>• RG: That is no different to what we have done on previous consultations with Parish's. When they have requested a meeting, we have held them not</li> </ul>	

Agenda Item	Notes	Actions
	<p>dumbing down in terms of our efforts, keeping the same where they request meetings. We don't know who the most vocal group will be.</p> <ul style="list-style-type: none"> <li>● NC: The proposal we have is to cross 2 paths which were already crossed in previous consultation, didn't have an overwhelming response on that issue, however clearly have more of a focus here as it is a much smaller route</li> <li>● RG: already covered fact our expectation is feb with a 30 day consultation period ending in late march. We have lined up ETGs.</li> <li>● NC: All ETGs will be around end of feb beginning of March.</li> <li>● RG: Obviously there is a consequence to this, we have been talking about submissions in Q1 end of march, which is 2 months away. Clearly that isn't achievable anymore as we want to allow adequate time to take account of the 1d consultation. We now have a new submission date, which the public will be made aware of on the 20<sup>th</sup> Feb. The new submission date is the end of June this year, this is due to taking time to consider 1d consultation but also gives a 4–5-month period to keep talking on other matters. Offshore has slightly come ahead of the onshore, as the onshore has had to consider other route alternatives. Keep moving forward on agreement logs.</li> <li>● RG: Potentially mean acceptance at end of July, examination start in autumn depending on Planning Inspectorates availability. Consent in latter part of 2024, which will leave us in a position to complete the project by the end of the decade which has always been the aim.</li> <li>● RG: Preparing PIER SIR did originally intend to have press release closer to this steering group but have taken the time to arrange to meet with people.</li> <li>● RG: Going with similar time scales as used on previous consultations.</li> <li>● AH: A press release coming later, what is coming in terms of 1d consultation?</li> <li>● RG: Press release will show thanks for consultation late last year have been able to reach final decision on most of our route and we are discussing privately with land overs.</li> <li>● VC: Double check whether there are implications on consultation dates with election dates I think they are impacted, only Worthing locally that doesn't have them.</li> <li>● RG: Had timing issues, ideally want to miss it but looking at 27<sup>th</sup> March.</li> <li>● VC: Need to check the districts are happy.</li> <li>● NC: Speaking to Arun last week and they said this is entirely a south downs matte</li> <li>● VC: If Arun aren't going to say anything then that is fine.</li> <li>● NC: Put in proportion to say that this is a very targeted, very localised consultation, don't think one that they would go to planning commission to get sign off on.</li> <li>● VC: You can't make that assumption Nick, this would depend entirely on their makeup of their own constitutions.</li> <li>● AH: Agree with Vicki</li> <li>● VC: You need to be satisfied that the districts are happy with that too.</li> <li>● SC: Any comments you can make about consultation?</li> <li>● RG: Not in steering group but will have time in the ETGs.</li> <li>● NC: Did look at ACR 1 which includes a heritage site, we will find out what has popped up on geophysical in next few weeks, based on feedback we got.</li> <li>● RG: Proposed alternative cable route should be stuck to, how we proposed these things is that they made it into consultation so have merit, ACR 1 is not proposed to take forward</li> <li>● NC: We are looking into Cumbria void, to understand its archaeological importance and we have now arranged a dig.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>SC: Let's move on to onshore EIA</li> </ul>	
3	<ul style="list-style-type: none"> <li>JZ: In terms of onshore update the last ETGs were held in 2022.</li> <li>JZ: Various walk overs including historic environment and proposed further trenching are happening imminently. Mobilising for noise monitoring at sub stations.</li> <li>AH: Consultation with Chloe on archaeology, has this happened?</li> <li>JZ: There has been dialogue with Chloe including trenching plans but will have further discussions.</li> <li>NC: trenching plans have been signed off</li> <li>AC: will catch up with Chloe</li> <li>JZ: Will need more dialogue but the team are doing it. Made good progress on LACR, geophysical is underway although weather interfered, requiring land access agreements, agricultural surveys complete, viewpoint photography provided in PIER SIR, additional viewpoints, terrestrial ecology complete and future surveys LACR 1D. Done initial walk overs and phase ones. In addition, survey on going, noise monitoring, looking to do full walk over survey of LACR 1D in upcoming weeks.</li> <li>VC: In respect to LVIA and additional viewpoints, haven't had any additional discussion on this, is there anything beyond ETGs as critical points, surprised there has been no further discussions.</li> <li>JZ: Planning on having these further discussions in the coming month or sooner to compliment ETGS.</li> <li>NC: We are going out now and photographing the site</li> <li>VC: We need these meetings in the diary as resource is tight.</li> <li>AH: A few comments and actions out of last LVIA that we were expecting further discussion on, someone get back with further details before ETG, if all photography is happening it is very welcoming.</li> <li>JZ: We had hoped to get a meeting in, already been out for 1 visit will be doing a further one.</li> </ul>	
4	<ul style="list-style-type: none"> <li>RG: In June/July last year we came up with 4 design principles, fixed offshore boundary, 4-5 month opportunity to see if can move any further forward, summary on screen is fair in terms of 3 primary focus, UWN keep moving forward, SLVIA- fixing boundaries allowed to move forward with SLVIA, keep discussion moving forward</li> <li>RG: Minimal effect on kittiwake, cumulative effect on them so without prejudice derogation case</li> <li>EP: Had conversation with Maria around UWN, expecting meeting and paper in terms of other elements will you be communicating with us?</li> <li>RG: SLVIA- reached conclusion, UWN and RIAA and Kittiwakes is an active discussion, looking at strategic aspects for Kittiwakes but respecting Natural England's position, will need to take further discussion UWN first</li> <li>TG: Main topic is trying to address how we can progress things in respect to UWN and Black Bream, flagging remaining issues in relation to the way we are trying to baseline mitigation options we might try to secure, paper will talk through new information we have. On the RIAA and kittiwake- all agreed small effect less than 1 kittiwake annually, suggestion to try to peruse which mitigation may needed.</li> <li>EP: is there any planned consultation?</li> <li>TG: export cable corridor and routing plans</li> <li>EP: what options are being investigated?</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• TG: I will follow up on that and look to discuss it if we all consider that it is required, will ensure we provide a response, still must settle barge down on seabed, protecting when this happens without leaving lasting impact.</li> <li>• EP: last response on benthic data</li> <li>• TG: will follow up on those</li> <li>• CP: Regarding 4 design principles set in June</li> <li>• RG: All assessments progressing on the basis on this topic.</li> <li>• CP: last marine ETG is 16<sup>th</sup> June, looking what further work has been done for heritage assists, if any further work or change can expect to see</li> <li>• TG: Those discussions taken forward, will be taken forward at ES</li> <li>• CP: Not taken on new sites and locations to elaborate on this assessment?</li> <li>• TG: A lot of assessment work, but will take this away,</li> <li>• CP: Just a note in the minutes for this meeting will be helpful.</li> <li>• RG: Offshore is further ahead, now about trying to make everyone's life easier, clarify any disagreements. Like to head in that direction, based on the outcome of assessments.</li> <li>•</li> </ul>	
5	<ul style="list-style-type: none"> <li>• RG: main updates are around undertaken more consultation and about submission date, for resourcing in June. Need to submit when time is right.</li> <li>• SC: Actions are as follows: <ul style="list-style-type: none"> <li>○ Onshore route, request on confirmation on which ACRs are to be dropped or not,</li> <li>○ Subsequent conversations for offshore, benthic surveys has anything further been done.</li> <li>○ Any further information on heritage assets for Chris</li> </ul> </li> <li>• AH: Next steps after 1D consultation, period after that, how might that look in terms of engagement, draft DCO, Where do you stand on draft DCO before submission?  RG: Yes, draft DCOs are moving forward, starting to relook at this. If we share things in advance will have to be in priority basis, PINS like to see limited number of documents etc. Case by case basis so can share them, or at least share the basis.  AH: Draft DCO will be welcomed, or sessions on in the lead up,  RG: big fan of moving DCO forward, says legally what can do, key to keep it moving. Sharing pre submission what is priority.  VC: Agree with Amy. Critical draft DCO, 3 crucial docs statement 106 moving forward on common grounds, opportunity to look at overarching design principles. Format on how things will be submitted and shared?  RG: statement of common ground- like to get template out asap, agree areas etc.  VC: the way forward, helps a lot to know how it will be presented.  CP: Will the minutes of this meeting have a list of ETGS planned.  NC: is historic environment ETG- Joan and Christina invite list for that  CP: that is great, is this the final steering group meeting?  RG: That is intension, seen indication of route etc, do you want a steering group post 1d?  VC: Looking further forward, steering group to run through once you have the 1D route, what to expect at this stage to conclude the pre application process before submission.  AH: agree  RG: Talking through DCO you will see outline plans but by that time could be discussing application, hoping no surprises, with all resource issues we have</li> </ul>	

Agenda Item	Notes	Actions
	<p>anything that can make things easier then happy to arrange this. Late April time would be far enough beyond 1d consultation.</p> <p>SC: easter Saturday 8<sup>th</sup> April</p> <p>RG: late April early may latest</p> <p>SC: leave as your call if it is easier to have those calls individually</p> <p>VC: value of steering group cannot be underestimated.</p> <p>RG: Coming back to Emma's request onshore highlighting what is new</p> <p>SC: format document highlighting the chapters to read</p> <p>RG: document will be submitted as planned but will create a version in parallel with highlighting on, for those with limited time. Wary of legal side of this, will take this away and discuss with legal.</p> <p>EP: other developers get track changers</p> <p>RG: will be standalone document and will repeat some parts, will take that away.</p> <p>SC: is that everything? Thanks for participating, send best wishes to Maria.</p>	

# Meeting Minutes



**Date:** [07/03/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Terrestrial Ecology and Water Environment

Attendee	Role
██████████ (DB) – Environment Agency	Fisheries and Biodiversity Specialist
██████████ (SB) – Environment Agency	Sustainable Places Planning Officer
██████████ (NB) – Natural England	Senior Advisor
██████████ (PC) – Arun District Council (ADC)	Principal Drainage Engineer
██████████ (VC) – South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (NC) - Rampion Extension Development Ltd (RED)	Rampion 2 Onshore Consents Manager
██████████ (BC) - Poling Parish Council (PPC)	Chair of Poling Parish Council
██████████ (GD) – WSP	Water Environment Technical Lead
██████████ (RF) – Environment Agency	Catchment Engineer
██████████ (AH) – West Sussex County Council (WSCC)	Rampion 2 Project Officer
██████████ (AK) – Logika Consultants	Rampion 2 Terrestrial Ecology Lead
██████████ (TL) – Environment Agency	Partnership and Strategic Overview Specialist
██████████ (KM) – ADC	Senior Coastal Engineer
██████████ (HM) – Natural England	Marine Senior Advisor
██████████ (JM) – WSP	Environmental Impact Assessment (EIA) Project Manager
██████████ (JN) – WSCC	Principal Planner
██████████ (JP) – WSP	Flood Risk Consultant – Flood Risk Assessment Lead
██████████ (RP) – Natural England	Principal Advisor
██████████ (EP) – Natural England	Rampion 2 Case Officer
██████████ (CR) – ADC	Senior Environmental Health Officer (EHO)
██████████ (GR) – WSCC	County Ecologist
██████████ (CS) – WSP	Assistant EIA Project Manager
██████████ (ES) – Icenis Projects (on behalf of Arun District Council)	EIA Consultant
██████████ (SS) – WSP	Water Environment Technical Director and Hydrogeologist
██████████ (JT) – Royal Society for the Protection of Birds (RSPB)	Conservation Officer
██████████ (SW) – Mid Sussex District Council (MSDC)	Flood Risk and Drainage Engineer
██████████ (JW) – WSCC	County Arboriculturist
██████████ (TW) – Environment Agency	Groundwater and Contaminated Land Technical Specialist
██████████ (AW) – Natural England	Lead Advisor for Sustainable Development
██████████ (JZ) – WSP	Onshore EIA Project Manager



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**Apologies:**

None received

**Actions Summary**

Number	Action
1	AK to distribute area maps to CR (Slide 9)
2	AK to share information regarding methodology for notching of hedgerows with WSCC.
3	AK to provide arboriculture data to stakeholders prior to DCO submission.
4	AK to share number of hedgerows classified as important with GR.
5	AK to share breeding bird survey results with stakeholders when available.
6	AK to share a list of the locations and quantity of units for BNG with Local Planning Authorities when prepared.
7	AK to oversee further engagement between VC and NC regarding approach to Biodiversity Net Gain (BNG).
8	GD to arrange a meeting with Environment Agency regarding approach to permitting.
9	RF to provide water environment aspect with the supplementary summary report <sup>10</sup> to the geomorphological report <sup>8</sup> produced by the Environment Agency.
10	GD to arrange a meeting between RED and Southern Water Services (SWS) regarding SWS assets.
11	GD to engage with CR regarding Private Water Supplies.

	Topic of Discussion	Actions
1	<p><b>Welcome</b></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees.</p> <p><i>Project update from RED (Slide 4)</i></p> <p>NC provided a project update. This noted supplementary statutory consultation undertaken from 18 October to 29 November 2022. NC outlined 400 consultation responses were received, enabling the refinement of the onshore red line boundary.</p> <p>NC outlined potential onshore changes requiring a final consultation exercise in line with government guidance. NC provided an overview of progress, this comprised:</p> <ul style="list-style-type: none"> <li>• Continuation of onshore and offshore environmental surveys;</li> <li>• Commercial negotiations with landowners over the onshore cable route; and</li> <li>• Development Consent Order (DCO) Application planned for June 2023.</li> </ul> <p><i>Onshore cable route selection (Slide 5)</i></p> <p>NC outlined the progress in onshore cable route selection. NC introduced Longer Alternative Cable Route (LACR)-01d and noted that targeted consultation on this onshore cable route would be undertaken.</p> <p><i>Onshore close-out engagement/consultation (Slide 6)</i></p> <p>NC outlined changes and onshore cable route refinements arising from the 2022 consultation period considering the South Downs area.</p>	



	NC informed consultees that targeted consultation had commenced in February 2023.	
<b>2</b>	<p><b>Terrestrial ecology</b></p> <p><i>Progress since November 2022 Expert Topic Group (ETG) meeting (Slide 8)</i></p> <p>AK provided an update on progress since the previous ETG 2022, this included:</p> <ul style="list-style-type: none"> <li>• Additional survey undertaken along the onshore cable routes described in the Preliminary Environmental Information Report (PEIR) Supplementary Information Report (SIR) (RED, 2022) and Further Supplementary Information Report (FSIR) (RED, 2023);</li> <li>• consideration of Section 42 comments on the PEIR SIR (RED, 2022);</li> <li>• inputs into onshore cable route selection and design to deliver mitigation hierarchy;</li> <li>• structuring of Environmental Statement (ES) chapter, commitments, and other documents to reflect Section 42 comments;</li> <li>• devising ongoing survey programme for spring/summer 2023; and</li> <li>• discussions held with National Highways regarding Biodiversity Net Gain (BNG) and the A27 Arundel Bypass.</li> </ul>	
<b>3</b>	<p><i>Stakeholder feedback onshore cable route selection (Slide 9)</i></p> <p>AK outlined Stakeholder feedback on the LACRs resulting from Section 42 Consultation, this included:</p> <ul style="list-style-type: none"> <li>• LACR-02 would result in a loss of Ancient Woodland. There were several comments regarding this onshore cable route option;</li> <li>• based on feedback and planning policy, LACR-02 is either not considered a viable option or is considered a challenging option by stakeholders. RED recognises the high degree of environmental, consenting and delivery risk of LACR-02;</li> <li>• there is a preference, from terrestrial ecology stakeholders, for the eastern onshore cable routes, compared to the original PEIR Assessment Boundary (RED, 2021), based on avoidance of the Peppering Project;</li> <li>• there is a preference, from terrestrial ecology stakeholders, for LACR-01c over LACR-01b due to the presence of the Peppering Project and the curlew release site near Harrow Hill. AK noted that embedded environmental measures have been proposed for these locations; and</li> <li>• feedback on LACR-01d yet to be received. From a terrestrial ecology perspective, LACR-01d is likely to be preferable to LACR-01b due to the presence of the Peppering Project and the curlew release site in association with LACR-01b and comparable with LACR-01c.</li> </ul>	
<b>4</b>	<p><i>Discussion on consultation responses and comments (Slide 10)</i></p> <p>AK provided themes of Section 42 consultation responses.</p> <p><i>Multiple stakeholders highlighted that baseline survey information has not been provided in its entirety for consideration by stakeholders.</i></p>	

<p>AK clarified that terrestrial ecology baseline reports will be provided to the stakeholders in advance of the Development Consent Order (DCO) Application submission, following design freeze. AK noted that reporting will require minor updates where surveys are to be carried out from March to June 2023.</p> <p>EP requested further information regarding a timeline of delivery of baseline reporting, noting that Natural England would like to see an initial analysis of all data collected. EP highlighted a risk to the project if baseline reporting is not made available in advance of the DCO Application.</p> <p>AK noted that when baseline reporting is provided, some datasets may not be final because of ongoing survey requirements (e.g., breeding bird survey). AK clarified that the majority of the baseline data will be available. Where data gaps exist, these will be identified to stakeholders.</p> <p>AK outlined that, where data has been processed, (e.g., bat sound analysis and activity) this will be provided to stakeholders.</p> <p>EP noted that it would be considered best practice to have all baseline data present and assessed in baseline reports. EP highlighted that any gaps in data would be identified by Natural England as a risk to consenting.</p> <p>AK requested further information on which data Natural England would expect to see prior to submission of the DCO Application. EP clarified that Natural England would prefer to review a draft chapter as soon as possible, while acknowledging that current timelines for the DCO Application would not allow for this.</p> <p>AK outlined that finalisation of baseline data, and the subsequent draft ES chapter, is reliant on design freeze.</p> <p>VC requested further information on a potential design freeze date. NC clarified that a design freeze date would follow the close of the ongoing consultation period. NC outlined that the onshore cable route is now approximately 95% confirmed.</p> <p>BC requested further information on whether an onshore cable route decision will be made prior to the collection and review of all survey and baseline data. AK confirmed that an onshore cable route decision is expected prior to full completion of data collection and review, however noted that, for the terrestrial ecology aspect, limited outstanding data is not predicted to influence an onshore cable route decision. AK clarified that the project is meeting tests required from district level licensing.</p> <p>NC noted that data collected is sufficient to allow an onshore cable route decision to be made. Further data collection will allow potential impacts resulting from the final onshore cable route to be considered in detail, providing the Planning Inspectorate with sufficient information to undertake their review of the DCO Application.</p> <p>CR requested further information on where area maps provided at PEIR SIR (RED, 2022) consultation showing crossings and indicative onshore cable routes can be found (Slide 9). AK confirmed that area maps would be shared with CR.</p> <p><i>Multiple stakeholders highlighted potential impacts on designated sites crossed by trenchless crossing (TC) techniques. Impacts should not be scoped out until feasibility of construction method has been established.</i></p> <p>AK clarified that 'no dig' specialists have attended TC locations to observe topography, length of trenchless crossing and access to understand feasibility.</p> <p>AK presented a publication by Norfolk Boreas Offshore Windfarm<sup>1</sup> (Slide 11) on TC and breakout effects at River Wensum Site of Special Scientific Interest (SSSI). AK clarified this technical note</p>	<p><b>1 – AK to distribute area maps with CR (Slide 9)</b></p>
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<sup>1</sup> Royal Haskoning, DHV, (2019). *Norfolk Boreas Offshore Wind Farm Clarification Note Trenchless Crossings and Potential Effects of Breakout on the River Wensum*. [Online] Available at:

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<p>outlines TC methodologies and management of risks. AK confirmed a comparable document is proposed to be included as part of the DCO Application.</p> <p>EP requested further information on the applicability of the Norfolk Boreas Offshore Windfarm document to Rampion 2. EP noted that the document outlined issues relating to the achievability of TC under Ancient Woodlands and slopes. AK noted the commitment to depth for TC underneath veteran trees (C-174<sup>2</sup>) and noted that the drill used for TC is selected based on the topography.</p> <p>AK confirmed that all construction accesses and TC compounds will be assessed as part of the Environmental Statement (ES).</p> <p>EP outlined concerns regarding a lack of geotechnical information. EP noted that where TC is not feasible the alternative would be open trenching. AK clarified that where open trenching is not outlined in the DCO Application, this would not be permitted. NC noted that RED are committed to build within the parameters of the DCO Application and therefore cannot replace TC with open trench crossing. EP highlighted concern that further open trench crossings will be requested in future applications if the proposed TCs are not feasible. NC clarified a detailed DCO application would be submitted but full ground investigation would not be carried out prior to consent.</p> <p><i>Discussion on consultation responses and comments (Slide 12 to 13)</i></p> <p><i>Multiple stakeholders raised concerns on the applicability of updated approach to hedgerow crossings in certain locations where soil and drainage conditions differ.</i></p> <p>AK outlined that C-115<sup>3</sup> has been updated and approved to include tree lines and to ensure temporary hedgerow translocation is only used where ground conditions are most suitable (this will be determined in the detailed design phase post-DCO Application).</p> <p>JW requested further information on how the selection of methods for hedgerow crossings will be presented in the ES. AK clarified that the ES assessment will not be based on which technique is used but will assume a worst-case scenario of 6m – 14m hedgerow loss. AK noted that an ES appendix will provide details of individual hedgerow crossings.</p> <p>AK outlined that the suitability of crossing techniques will be determined at detailed design stage, post-DCO Application, taking the final CoCP and final Landscape and Ecology Management Plan (LEMP) into consideration.</p>	
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<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010087/EN010087-001319-Clarification%20Note%20Trenchless%20Crossings%20and%20Potential%20Effects%20of%20Breakout%20on%20the%20River%20Wensum.pdf> [Accessed 15 March 2023].

<sup>2</sup> C-174: '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.'

<sup>3</sup> C-115: 'Hedgerows/tree lines crossed by the cable route will be 'notched' to reduce habitat loss and landscape and heritage impacts. This is defined as temporarily displacing one or more short sections (i.e., notches) within the same hedgerow/tree line. Hedgerow/tree line losses will thereby be kept to a maximum of 14m total width at each hedgerow crossing point. In order to maintain composition and promote habitat connectivity hedgerow plants from within notches will be lifted, maintained, and then returned to their original positions where ground conditions and accessibility for irrigation suggest success rates will be high. This will provide a rapid hedgerow reinstatement that gives structure earlier than would be expected for a standard planting regime. With hedgerows deemed ""important"" under the Hedgerows Regulations 1997 (or where there are other considerations), losses will be reduced to a 6m notch for the temporary construction haul roads only, by trenchless installation of the cable ducts under them. Success rates for reinstatement of hedgerows and tree lines are expected to be high for both replanted and translocated hedgerows and tree lines. In all instances, the hedgerows and tree lines will be monitored over a period of 10 years, and remedial action taken rapidly where signs of failure are identified.'

Further detail will be provided in the outline Code of Construction Practice and outline Landscape and Ecology Management Plan.'

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<p>VC requested further detail of examples where hedgerow notching has been undertaken before. AK noted that information regarding notching will be shared.</p> <p><i>Multiple stakeholders highlighted Ancient Woodland and veteran trees as sensitive features that should be avoided unless the benefits of the Proposed Development in that location can be shown to clearly outweigh the potential loss.</i></p> <p>AK noted that no Ancient Woodland or veteran trees are proposed to be lost on the basis that LACR-02 is not taken forward to the DCO Application. AK highlighted alternative environmental measures are in place to ensure that indirect effects are not realised.</p> <p>JW requested clarification regarding the availability of arboriculture survey data and whether this would be provided prior to the DCO Application submission. AK to provide available arboriculture data to stakeholders prior to DCO submission.</p> <p><i>Multiple stakeholders highlighted the importance of the Peppering Project and the avoidance of the Project or the provision of a comprehensive mitigation strategy to safeguard important bird populations.</i></p> <p>AK acknowledged the importance of the Peppering Project, noting that LACR-01c and LACR-01d avoid it in line with Goodship &amp; Furness (2022)<sup>4</sup>. AK clarified that embedded environmental measures for LACR-01b are being considered.</p> <p>AK responded to Section 42 consultation comments from West Sussex County Council (WSSC):</p> <p><i>The presence of water vole is noted on the black ditch.</i></p> <p>AK presented a map of crossings at the Black Ditch (Slide 14) and associated tributaries. AK outlined a draft commitment<sup>5</sup> has been prepared that outlines avoidance of culvert use, thereby maintaining bankside habitat and connectivity where water vole activity is recorded.</p> <p>AK clarified that, other than those indicated (Slide 14), no other crossings of Black Ditch or its direct tributaries are proposed. Stand-offs of over 80m are in place.</p> <p>DB requested further information on the notched crossing of the tributary of Black Ditch. AK provided an explanation of the methodology used for notched crossing, noting that this would be undertaken within a 24-48-hour period.</p> <p>DB requested further information on dewatering fisheries at this crossing due to the likely presence of eels. AK noted that embedded environmental measures will be implemented for ditch and water crossings.</p> <p><i>Kitpease Copse connection (Slide 15 to 16)</i></p> <p>AK presented a diagram of the open cut trench crossing proposed along the Public Right of Way (PRoW) linking Olivers Copse and Kitpease Copse (Plantation Ancient Woodland Sites (PAWS)).</p> <p>AK clarified this would be an open cut trench crossing due to construction access issues and a lack of existing accesses within the proposed DCO Order Limits.</p> <p>AK noted that the terrestrial ecology aspect is currently investigating crossing options, including notching and vacuum excavation, with the engineering team.</p>	<p><b>2 – AK to share methodology for notching hedgerows with WSSC.</b></p> <p><b>3 – AK to provide arboriculture data to stakeholders prior to DCO submission.</b></p>
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<sup>4</sup> Goodship. N. M, and Furness. R. W, (2022). *NatureScot Research Report 1283 – Disturbance Distances Review: An updated literature review of disturbance distances of selected bird species.* [Online] Available at: <https://www.nature.scot/doc/naturescot-research-report-1283-disturbance-distances-review-updated-literature-review-disturbance> [Accessed 15 March 2023].

<sup>5</sup> DRAFT: 'Where water vole are present on watercourses or ditches to be crossed using open trenching techniques (within the working area or within 25m of it) temporary span structures will be used for access to minimise habitat loss and maintain best possible connectivity.'

	<p>AH requested further information regarding the justification of a reduction of the working width to 30m through woodland. AK clarified that working widths can be reduced in locations where it is possible to relocate temporary soil storage.</p> <p>AH noted that WSCC would like to see justification behind the selection of the working width in the DCO Application.</p> <p>NC noted that the worst-case loss at the Kitpease Copse connection is 30m and noted this may be reduced for the DCO Application. NC outlined the commitment to notch for the temporary construction haul road and cables for certain hedgerows and treelines (C-115<sup>3</sup>).</p> <p>AH acknowledged the requirement for balance between environmental and engineering constraints, noting that robustness in approach is required.</p> <p>AK clarified that an appendix will be provided with the ES detailing crossings of woodland.</p> <p>AK responded to Section 42 consultation comments from WSCC:</p> <p><i>Concerns regarding the presence of an Ancient &amp; Semi Natural Woodland known as Beech Copse. Exclusion of this woodland from the boundary is desirable.</i></p> <p>AK clarified that the proposed DCO Order Limits are currently wider to allow for flexibility should constraints such as karstic features be identified. AK confirmed that regardless of the proposed DCO Order Limits refinement there are no proposed physical works within Beech Copse and therefore the woodland is to be retained in all scenarios.</p> <p>NC referred to a comment received from Natural England regarding areas unsuitable for trenchless crossing, noting that by maintaining wider proposed DCO Order Limits there is flexibility to relocate the position of trenchless crossing once geotechnical results are available.</p>	
<p>5</p>	<p><i>Survey update and data collection (Slide 17)</i></p> <p>AK provided an update on terrestrial ecology surveys and data, comprising:</p> <ul style="list-style-type: none"> <li>• surveys to be undertaken in 2023 will focus on LACR-01a, LACR-01b, LACR-01c and LACR-01d;</li> <li>• survey programme will be narrowed at design freeze;</li> <li>• Phase 1 habitat survey to be completed pre-DCO Application (coverage &gt;85%);</li> <li>• Hedgerow surveys to be completed pre-DCO Application (coverage &gt;80%);</li> <li>• Breeding bird surveys to be completed pre-DCO Application (coverage &gt;85%);</li> <li>• Great Crested Newt (GCN) survey to be completed pre-DCO Application (&gt;85% of ponds within all proposed modifications and alternatives);</li> <li>• Bat tree roost assessments to be completed pre-DCO Application (coverage &gt;80%);</li> <li>• Dormouse survey at link to Kitpease Copse to be undertaken in 2023; and</li> <li>• Bat activity surveys to be undertaken on additional transects in 2023.</li> </ul> <p>AK outlined that dormouse and bat surveys have been undertaken on a sampling basis at selected locations rather than along the full onshore cable route, however, will be carried out at Kitpease Copse to ensure coverage is sufficient.</p>	<p><b>4 – AK to share number of hedgerows classified as important with GR.</b></p>

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	<p>GR requested further information on the number of hedgerows classified as important under the Hedgerow Regulations<sup>6</sup>. AK noted this would be followed up with the surveyors and shared with GR.</p> <p>GR requested further information on outstanding surveys at Oakendene substation location, such as breeding bird surveys in relation to the presence of nightingale. AK clarified that breeding bird surveys at Oakendene are complete and noted 7 records of nightingale within the catchment of Cowfold Stream area.</p> <p>GR requested further information on whether survey results would be made available. AK confirmed that breeding bird survey results would be shared with stakeholders in due course.</p>	<p><b>5 – AK to share breeding bird survey results with stakeholders when available.</b></p>
<p><b>6</b></p>	<p><i>Approach to ES and BNG (Slide 18)</i></p> <p>AK provided an update on approach to the ES and BNG:</p> <ul style="list-style-type: none"> <li>• approach to Environmental Statement is consistent with the PEIR (RED, 2021) although edited with regards to ‘importance’.</li> <li>• details on habitat loss will be provided (e.g., each hedgerow, woodland, and watercourse in proposed DCO Order Limits will be listed and approach during construction described);</li> <li>• designated sites and Ancient Woodland crossed trenchlessly will be scoped in, risk of ‘frac out’ associated with TC techniques described and mitigation noted (with reference to the outline CoCP);</li> <li>• approach to GCN mitigation or compensation is to be delivered through the new District Level Licensing (DLL) for West Sussex through the NatureSpace Partnership<sup>7</sup> (current expectation is that terrestrial habitat only will be lost); and</li> <li>• BNG discussions held with National Highways to ensure onshore cable installation would not compromise uplifts targeted for the A27 Bypass project.</li> </ul>	
<p><b>7</b></p>	<p><i>BNG Unit Selection Criteria (Slide 19)</i></p> <p>AK provided an overview of the BNG selection criteria, noting appropriate unit types will be identified and then placed in one of the following categories (focus will be on securing units in ascending order):</p> <ol style="list-style-type: none"> <li>1. within or immediately adjacent to the proposed DCO Order Limits;</li> <li>2. within 2km of the proposed DCO Order Limits;</li> <li>3. within the Arun low or Arun Upper Operational Catchments;</li> <li>4. within the National Character Areas (NCAs) of South Coast Plain, South Downs or Low Weald when in West Sussex; and</li> <li>5. Within other NCAs in West Sussex.</li> </ol> <p>AK outlined that items 1 to 4 may either attract a spatial risk for compensation required inside the Local Planning Authority (LPA) or NCA or may be deemed to be sufficiently local to a site of biodiversity loss. Item number 5 may result in a spatial risk for compensation required outside an LPA or NCA, which may fall within a neighbouring LPA or NCA.</p>	

<sup>6</sup> *The Hedgerow Regulations 1997*. [Online] Available at: <https://www.legislation.gov.uk/ukxi/1997/1160/contents/made> [Accessed 20 March 2023].

<sup>7</sup>NatureSpace Partnership, (2023). *Great Crested Newts*. [Online] Available at: <https://naturespaceuk.com/> [Accessed 31 March 2023]



	<p>VC noted that the BNG must be tangible and identifiable and must not identify units solely to fulfil a metric for BNG. AK clarified that, at this stage, it is only possible to estimate habitat loss, noting that this will be specified at the detailed design stage. AK outlined that units will be purchased and registered prior to the commencement of construction.</p> <p>VC raised concern regarding the necessity for a holistic approach to the identification of BNG units. This should be incorporated into the strategy. AK outlined that the Biodiversity Gain Information facilitates a holistic approach. AK noted that criteria would be added to clarify that aggregation of units is preferable. AK confirmed that the process will result in a list of the location and quantity of units, to be shared with LPAs. NC noted that the approach to BNG requires a consideration of the transfer of the onshore infrastructure to an Offshore Transmission Owner (OFTO) therefore a credits system approach to BNG is the most appropriate for the Proposed Development.</p> <p>VC proposed further engagement with NC to ensure all parties understand the expectations of BNG. VC highlighted existing strategies such as Local Nature Recovery partnerships will be important to consider.</p>	<p><b>6 - AK to share a list of the locations and quantity of units for BNG with Local Planning Authorities when prepared.</b></p> <p><b>7 – AK to oversee further engagement between VC and NC regarding approach to BNG.</b></p>
<p><b>8</b></p>	<p><i>Biodiversity Net Gain Unit Selection Criteria (Slide 20)</i></p> <p>AK presented the proposed Biodiversity Net Gain Unit Selection Criteria for the Proposed Development:</p> <ul style="list-style-type: none"> <li>• biodiversity units available would be discussed with LPAs;</li> <li>• preference of LPAs considered, and approach agreed (based on need identified during the detailed design process);</li> <li>• biodiversity units purchased ahead of construction commencement and registered with Natural England;</li> <li>• several large landowners over which the onshore cable route traverses have expressed an interest in delivering BNG on their land holdings;</li> <li>• Weald to Waves Project will also likely provide significant local opportunity; and</li> <li>• habitat banks are also present in the general area and are likely to provide other opportunities for BNG in the vicinity.</li> </ul>	
<p><b>9</b></p>	<p><i>Statement of Common Ground (Slide 21)</i></p> <p>JZ provided an update on the approach to Statements of Common Ground (SoCGs), this comprised:</p> <ul style="list-style-type: none"> <li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation;</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination and</li> <li>• Progression of the SoCGs is expected to be an iterative process which will likely continue over the course of the DCO Examination.</li> </ul> <p>JN requested further information on the consideration of water neutrality as part of the application for Hydrogeological Risk Assessment purposes. JN outlined that all developments north of Stenning up to Horsham need to demonstrate no net water increases to comply with the Habitat Regulations Assessment. JN noted that construction effects resulting from the onshore substation have largely been screened out for existing projects. Natural Englands position was that there can be no additional water usage as a result of the Proposed Development. JN noted that water usage at the onshore substation will be considered a permanent feature. AK</p>	

	<p>responded that hydrogeological impacts have been considered and presented in the Report to Inform Appropriate Assessment (RIAA) to be submitted alongside the DCO Application.</p> <p>GD clarified a range of mitigation is in place for the construction phase of the Proposed Development, these include attenuation, infiltration, offsetting dewatering. GD confirmed that proposals are in place for outline drainage strategy at the onshore substation.</p> <p>JN outlined that the Sussex north water supply zone is the mains water supply. JN noted that a Natural England statement outlines that additional water usage here must be offset, including staff welfare facilities at the onshore substation. JN confirmed that this will need to be secured by legal agreement. JN noted that further information could be found at WSCC and Horsham District Council websites.</p> <p>NC thanked JN for this information and noted that this would be considered as part of ongoing design work and assessment.</p> <p>EP noted that an updated position on the requirement for developments to be water neutral would be provided by Natural England.</p>	
10	<p><b>Water environment</b></p> <p><i>Progress since November 2022 ETG meeting (Slide 24)</i></p> <p>GD provided an update on progress since November 2022, comprising:</p> <ul style="list-style-type: none"> <li>• progression of the Hydrogeological Risk Assessment for the various LACRs, including conceptualisation;</li> <li>• consideration of LACR-01d and drafting of PEIR FSIR (RED, 2023);</li> <li>• additional site visit carried out within the proposed DCO Order Limits north of Hammerpot (LACR-01a) as part of the Hydrogeological Risk Assessment;</li> <li>• consideration of consultation feedback from PEIR SIR (RED, 2022);</li> <li>• further assessment and drafting of additional environmental measures to address consultation comments; and</li> <li>• progression of the Water environment ES chapter and supporting technical appendices.</li> </ul>	
11	<p><i>Discussion on consultation responses and comments (Slide 25 and 26)</i></p> <p>GD responded to Section 42 consultation comments from the Environment Agency:</p> <p><i>The only activities in Source Protection Zone (SPZ) 1 will be use of access track and “stringing out” of HDD crossings.</i></p> <p>GD confirmed that there are no groundworks in SPZ1 associated with the onshore cable construction corridor for either LACR-01, LACR-02 and Modified Route (MR)-04.</p> <p>GD noted that any further updates to the design will be consulted on if required.</p> <p><i>Measure for watching brief suggested for solution features pre-construction Ground Investigation (GI) to identify sensitive areas and ground conditions, and to ensure avoidance of features.</i></p> <p>GD outlined an additional survey proposed in a key target area in proximity to Hammerpot and Kitpease Copse and a further environmental measure (C-246<sup>12</sup>) embedded to ensure a watching brief is also carried out post-DCO Application and prior to construction to identify these conditions.</p>	



	<p><i>The Environment Agency supports the general approach made to updates of the Flood Risk Screening Assessment, the inclusion of a coastal change vulnerability assessment and the approach to fluvial floodplain considerations.</i></p> <p>GD welcomed this comment.</p> <p><i>Any works within the landward toe of the sea defences may need a Flood Risk Activity Permit (FRAP) under the Environmental Permitting Regulations 2016. Within Arun internal Drainage District, for any works in, under or over a watercourse a formal Flood Defence consent under the 1991 Land Drainage Act would need to be forthcoming.</i></p> <p>GD noted further engagement with the Environment Agency will be facilitated with respect to the proposed approach to permitting.</p> <p><i>Apparatus within the hinterland of Climping Beach is almost certain to be vulnerable to tidal flooding in the event of a major breach of the sea defences. The Environment Agency will completely withdraw from maintenance of the temporary shingle bund (the only defence protecting the immediate area) when it begins to be unsustainable and uneconomic to maintain. Consequently, the siting of any apparatus will need to be made as flood resilient as possible. For further discussion contact the Chichester Asset Performance Team &amp; Catchment Engineer.</i></p> <p>GD responded that, during ongoing design evolution activities, desk study and site survey information has been considered. GD noted that both potential landfall locations are sited behind the 50-year coastline prediction values<sup>8</sup>.</p> <p>GD outlined that Transition Joint Bay (TJB) options are within Flood Zone 1, raised on elevated ground behind the shingle bund. GD clarified that once the TJB apparatus is installed underground it will be protected within a sarcophagus structure and, therefore, flood resilient during site operations.</p> <p>GD outlined that the draft ES Coastal Processes chapter (Chapter 6) considers coastal erosion. Implications for land-based design are presented in an onshore coastal change risk assessment which is part of the Flood Risk Assessment (FRA).</p> <p>GD confirmed that an additional environmental measure (C-247<sup>9</sup>) is in place for post-DCO Application GI within the near-shore beach area. These will be undertaken to ensure that apparatus is appropriately designed and installed.</p>	<p><b>8 – GD to arrange meeting with Environment Agency regarding approach to permitting.</b></p>
<p><b>12</b></p>	<p><i>Landfall Flood Risk Assessment (Slide 27)</i></p> <p>JP presented a map of 200-year flood event tidal flood risk for the proposed Landfall options for the year 2070 (estimated decommissioning of the Proposed Development). JP clarified that both proposed options for the landfall locations were considered to be low risk.</p> <p>JP presented a map of 2070 future coastlines predictions produced by the Environment Agency<sup>8</sup>. JP noted both landfall options were landward of the most conservative estimate.</p> <p>RF noted that, following Storm Ciara (2020), a supplementary summary<sup>10</sup> to these coastline predictions<sup>8</sup> was produced and that updates from this do not change the outcomes of the flood risk assessment presented by JP (Slide 27). RF clarified that the supplementary summary would be provided to the water environment team.</p>	<p><b>9 - RF to provide water environment aspect with the supplementary summary report<sup>10</sup> to the geomorphological report<sup>8</sup> produced by the Environment Agency.</b></p>

<sup>8</sup> Environment Agency, (2020). *Expert Geomorphological Panel – Coastal Evolution Scenarios between Poole Place and the River Arun*. Environment Agency, UK.

<sup>9</sup> C-247 – ‘RED will undertake ground investigation at the landfall site at the post-DCO application stage. This would be carried out to inform the exact siting and detailed design of the Transition Joint Bay and associated apparatus. In addition, this would inform a ‘coastal erosion and future beach profile estimation assessment’, which in turn would inform the need for and design of any further mitigation and adaptive measures to help minimise the vulnerability of these assets from future coastal erosion and tidal flooding.’

<sup>10</sup> Environment Agency, (2020). *The Geomorphological Panel report – one year on*. Environment Agency, UK.

13	<p><i>Discussion on consultation responses and comments (Slide 28 and 29)</i></p> <p>GD responded to Poling Parish Council Section 42 consultation comments:</p> <p><i>LACR-01a: Precondition surveys are expected for the surface water drainage at Poling Street. An agreement should be made by RED to make good any damage resulting from the Proposed Development.</i></p> <p>GD responded that there is one open cut trench temporary crossing of Poling Street associated with the onshore part of the proposed DCO Order Limits (LACR-01a). GD clarified that the FRA includes the provision of embedded environmental measures to ensure no damage to the drainage systems on Poling Street will occur. Commitment C-28<sup>11</sup> addresses the circumstances for open cut temporary crossings along the onshore cable route.</p> <p><i>Residents are concerned the Proposed Development will exacerbate existing issues with drainage, resulting in surface water flooding. Poling Parish Council would like guarantees that this will not be the case.</i></p> <p>GD referred to the FRA, which concludes that there will be no adverse effects on flood risk receptors along the onshore cable route. GD provided an overview of embedded environmental measures that are in place to ensure temporary construction activities do not increase flood risk. These included:</p> <ul style="list-style-type: none"> <li>• C-27: Restoration of temporary construction compounds to previous condition as far as reasonably possible;</li> <li>• C-73: Drainage design to manage and attenuate surface water run-off to be included in all elements of temporary and permanent infrastructure;</li> <li>• C-74: Design of sub-surface infrastructure to retain sub-surface flow pathways to avoid localised increases in groundwater flooding;</li> <li>• C-75: Avoidance of construction and permanent development in flood plains where possible. Where this is not possible environmental measures will be developed to ensure compliance with National Policy Statements; and</li> <li>• C-134: During construction, dewatering activities will be halted if a flood alert or warning is in place downstream.</li> </ul> <p><i>Blockages within streams in and around Poling village will not be tolerated. To ensure spoil and haul roads do not cause problems with overland flows, Poling Parish Council would be seeking that watercourses within the coastal plain are maintained in good order in and around works.</i></p> <p>GD clarified a wide range of environmental measures have been embedded to minimise the potential for changes in watercourse conveyance from blockages and the mobilisation of silt laden runoff entering the watercourses. GD noted that embedded environmental measures include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• C-28: Care will be taken to ensure the existing land drainage regime is not compromised as a result of construction<sup>11</sup>;</li> <li>• C-73: Drainage design to manage and attenuate surface water run-off to be included in all elements of temporary and permanent infrastructure;</li> </ul>	
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<sup>11</sup> C-28 - '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.'

	<ul style="list-style-type: none"> <li>• C-130: Storage of soil stockpiles during construction in proximity to watercourses;</li> <li>• C-133: Stockpiles will be present for the shortest practicable timeframe and seeded where duration is expected to exceed six months; and</li> <li>• C-176: For temporary watercourse crossings culverts will be appropriately sized to maintain existing flow conveyance.</li> </ul> <p>GD highlighted that the PEIR and PEIR SIR (RED, 2021; 2022) concluded that, on the basis these environmental measures are embedded, there will be no significant adverse effects towards potential receptors.</p> <p>GD responded to Section 42 consultation comments from Southern Water:</p> <p><i>Southern Water Services (SWS) is the statutory sewerage undertaker for the area of the Proposed Development. Protection provisions should be agreed between RED and SWS to avoid unacceptable impact on SWS's assets.</i></p> <p>GD acknowledged this comment and noted that all SWS assets will be considered, and further discussions will be held with Southern Water prior to submission of DCO Application.</p>	<p><b>10 – GD to arrange meeting between RED and SWS regarding SWS assets.</b></p>
14	<p><i>Survey update and data collection – Poling and Hammerpot – Flood Risk Assessment (Slide 30 and 31)</i></p> <p>JP provided an update on surveys and data collection for the FRA, comprising:</p> <ul style="list-style-type: none"> <li>• further baseline data received from Arun District Council (ADC) with respect to surface water flood risk and swallow holes. JP noted a complex interaction between surface water and groundwater flooding mechanisms;</li> <li>• interaction between both surface water and groundwater, but surface water mechanisms deemed to be the overarching flood risk; and</li> <li>• records of historic flooding obtained align well with Environment Agency Risk of Flooding from Surface Water (RoFSW) mapping and surface water flood records included within the ADC Strategic Flood Risk Assessment (SFRA).</li> </ul> <p>JP presented a map showing data from the Environment Agency RoFSW (<i>Slide 31</i>).</p> <p>BC suggested that past flooding event data could be shared from Poling Parish Council for future FRA work.</p> <p>JP confirmed this data would be useful and would be considered in the ES.</p>	
15	<p><i>Survey update and data collection – Hydrogeological Risk Assessment (Slide 32)</i></p> <p>GD provided an update on surveys and data collection regarding the Hydrogeological Risk Assessment:</p> <ul style="list-style-type: none"> <li>• Hydrogeological Risk Assessment has been progressed since the last ETG meeting (November 2022) for the PEIR SIR (RED, 2022) routes;</li> <li>• GD noted that conclusions of this work will inform the Water environment ES chapter and the assessment of the significance of potential effects on receptors such as public and private water supplies; and</li> <li>• provided the scope of the Hydrogeological Risk Assessment, comprising: <ul style="list-style-type: none"> <li>• groundwater principles;</li> <li>• baseline hydrogeological environment;</li> <li>• conceptual hydrogeological site model; and</li> </ul> </li> </ul>	

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	<ul style="list-style-type: none"> <li>risk assessment, including hazard identification, risk register and any additional mitigation.</li> </ul>	
16	<p><i>Survey update and data collection – Hydrogeological Risk Assessment Conceptual Model (Slide 33)</i></p> <p>GD presented a cross section (<i>Slide 33</i>) of the Hydrogeological Risk Assessment conceptual model of an area north of Hammerpot. GD outlined that swallow holes have previously been noted either side of the proposed DCO Order Limits, clarifying that sweeps within the proposed DCO Order Limits had not yet identified any karstic features. GD noted that the conceptual model was useful in understanding hydrological pathways and the potential for swallow holes.</p>	
17	<p><i>Survey update and data collection – karst surveys</i></p> <p>GD provided an update on karst surveys and data collection:</p> <ul style="list-style-type: none"> <li>site walkovers were carried out in November and December 2022 to inform the Hydrogeological Risk Assessment; comprising: <ul style="list-style-type: none"> <li>area LACR-01a where Chalk meets Lambeth Group;</li> <li>two sinkhole features identified to the east and west outside of the proposed DCO Order Limits (closest 170m to west); and</li> <li>an area for further geophysical survey identified within the orange hatched area (<i>Slide 34</i>) between those features;</li> </ul> </li> <li>Electrical Resistivity Tomography (ERT) and Electromagnetic Conductivity (EM) along select section of open cut trenching is proposed;</li> <li>the retention of wider proposed DCO Order Limits will allow for flexibility and a new environmental measure (C-246<sup>12</sup>) is proposed for post-DCO Application stage; and</li> <li>current preliminary findings indicate that there are no significant effects predicted for the receptors such as public water supplies, private water supplies and Chalk aquifer.</li> </ul> <p>CR requested further information regarding the identification and investigation of Private Water Supplies that may be affected by the Proposed Development. GD confirmed that the Water environment team would follow up with CR and clarified that the team has been in contact with ADC throughout the project to gather information and provide the scope, where possible, for the Hydrogeological Risk Assessment. GD noted that initial findings could be shared with CR.</p> <p>VC requested further information regarding the way in which construction activities may address identified features and whether this may generate additional ecological, archaeological or landscape impacts. GD clarified that, where working around identified features, construction of the Proposed Development would not deviate from the proposed DCO Order Limits; instead, temporary construction works would be micro-sited.</p> <p>VC requested confirmation that in the event karst feature were identified HDD would still be achievable, and that construction activities associated with trenchless crossing would consider the position of the cables underground. GD responded that the identification of karst features would not mean TC was no longer suitable and noted that this is one of the justifications for retaining the width of the proposed DCO Order Limits to accommodate for flexibility.</p>	<p><b>11 – GD to engage with CR with regard to Private Water Supplies.</b></p>

<sup>12</sup> C-246: 'A watching brief will be carried out by the appointed Contractor and their Environmental Clerk of Works to monitor the drilling of the trenchless crossing (TC-25) and the excavation of trenches along a targeted part of the cable route which is in closest proximity to karstic solution features between Hammerpot and Kitpease Copse. The watching brief will be carried out to identify sensitive areas and ground conditions (swelling clays, transition zones, preferential pathways for breakouts) in order to provide any evidence of karstic solution features within the cable corridor at this location. In the event that any solution features are identified then micro-siting of the route would be carried out to avoid such features.'

18	<p><i>Survey update and data collection – onshore substation: FRA</i></p> <p>JP provided an update on survey and data collection regarding the onshore substation FRA, this included:</p> <ul style="list-style-type: none"> <li>• a draft indicative onshore substation layout is currently being progressed;</li> <li>• the majority of attenuation anticipated is to be provided in two attenuation basins in the southeast and west of the onshore substation;</li> <li>• additional attenuation basin and swale would be provided to the northeast of the onshore substation to attenuate and accommodate surface water flowpath drainage from the north; and</li> <li>• remaining attenuation would be provided within the onshore substation gravel fill.</li> </ul>	
19	<p><i>Existing commitments – (Slide 36 - 38)</i></p> <p>GD provided an overview of existing commitments relevant to the water environment in relation to discharge, soil stockpiles, stand-off distances and appropriate sizing of watercourses:</p> <ul style="list-style-type: none"> <li>• C-28: Care will be taken to ensure the existing land drainage regime is not compromised as a result of construction<sup>11</sup>;</li> <li>• C-73: Drainage design to manage and attenuate surface water run-off will be included for all elements of temporary and permanent infrastructure;</li> <li>• C-74: Design of sub-surface infrastructure to retain sub-surface flow pathways to avoid localised increases in groundwater flooding;</li> <li>• C-75: Avoidance of construction and permanent development in flood plains where possible. Where this is not possible environmental measures will be developed to ensure compliance with National Policy Statements;</li> <li>• C-77: Dewatering of excavations will be undertaken in line with good practise with appropriate licences and permits applied for if required;</li> <li>• C-134: During construction, dewatering activities will be halted if a flood alert or warning is in place downstream;</li> <li>• C-130: Distances for storage of soil stockpiles during construction in proximity to watercourses;</li> <li>• C-133: Stockpiles will be present for the shortest practicable timeframe and seeded where duration is expected to exceed six months,</li> <li>• C-135: A standoff distance will be applied from watercourse bank tops; and</li> <li>• C-176: Temporary watercourse crossings culverts will be appropriately sized to maintain existing flow conveyance.</li> </ul>	
20	<p><i>New Commitments</i></p> <p>GD introduced new commitments relevant to the water environment aspect, comprising:</p> <ul style="list-style-type: none"> <li>• C-246: <i>'A watching brief will be carried out by the appointed Contractor and their Environmental Clerk of Works to monitor the drilling of the trenchless crossing (TC-25) and the excavation of trenches along a targeted part of the cable route which is in closest proximity to karstic solution features between Hammerpot and Kitpease Copse. The watching brief will be carried out to identify sensitive areas and ground conditions (swelling clays, transition zones, preferential pathways for breakouts) in order to provide any evidence of karstic solution features within the cable corridor at this location. In the</i></li> </ul>	

	<p><i>event that any solution features are identified then micro-siting of the route would be carried out to avoid such features.'</i></p> <ul style="list-style-type: none"> <li>• C-247 – '<i>RED will undertake ground investigation at the landfall site at the post-DCO application stage. This would be carried out to inform the exact siting and detailed design of the Transition Joint Bay and associated apparatus. In addition, this would inform a 'coastal erosion and future beach profile estimation assessment', which in turn would inform the need for and design of any further mitigation and adaptive measures to help minimise the vulnerability of these assets from future coastal erosion and tidal flooding.'</i></li> </ul> <p>PC noted the provision of a plan showing two swallow holes east of the proposed DCO Order Limits at Hammerpot, provided to the aspect by Poling Parish Council. GD confirmed this information will be considered within the ES.</p>	
21	<p><i>Approach to Environmental Statement (Slide 40)</i></p> <p>GD provided an update on the approach to the ES, comprising:</p> <ul style="list-style-type: none"> <li>• Technical appendices including the Hydrogeological Risk Assessment and FRA will be updated and finalised following the selection of the preferred onshore cable route and completion of remaining surveys;</li> <li>• The preliminary conclusions indicate that there will be no significant effects on water environment receptors based on the latest survey results and the full suite of embedded environmental measures;</li> <li>• Targeted stakeholder meeting will continue as necessary following further design evolution; and</li> <li>• The overall assessment of effects will be finalised within the ES chapter.</li> </ul>	
22	<p><i>Statement of Common Ground (Slide 41)</i></p> <p>NC provided an update on the approach to Statements of Common Ground (SoCGs), this comprised:</p> <ul style="list-style-type: none"> <li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation.</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination.</li> <li>• Progression of the SoCGs is expected to be an iterative process which will likely continue over the course of the DCO Examination.</li> </ul>	
23	<p><i>AOB (Slide 42)</i></p> <p>AK provided the Norfolk Boreas Trenchless Crossing technical note<sup>1</sup> to attendees using the Microsoft Teams chat function.</p> <p>NC and JM thanked all attendees, noting that minutes would be provided.</p>	

# Meeting Minutes

**Date:** [08/11/2022 10:00 – 12:00] **Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting - Terrestrial ecology and nature conservation

██████████ (CB) (WSP)	Consultant - Terrestrial ecology
██████████ (SB) (Environment Agency)	Planning Advisor
██████████ (NC) Rampion Extension Development Ltd (RED)	Rampion 2 Onshore Consents Manager
██████████ (VC) (SDNPA)	Principal Planning Officer
██████████ (RC) (Sussex Ornithological Society (SOS))	Conservation Officer
██████████ (AH) (West Sussex County Council (WSCC))	Rampion 2 Project Officer
██████████ (AK) (Logika Consultants)	Technical Director - Terrestrial Ecology Lead
██████████ (SL) (South Downs National Park Authority) SDNPA)	Strategy Leads for Woodlands
██████████ (HM) (Natural England)	Marine Senior Advisor
██████████ (JM) (WSP)	Environmental Impact Assessment (EIA) Project Manager
██████████ (EP) (Natural England)	Case Officer (Marine Lead Advisor)
██████████ (JP) (Sussex Wildlife Trust (SWT))	Conservation Officer
██████████ (GR) (WSCC)	County Ecologist
██████████ (CS) (WSP)	Assistant EIA Project Manager
██████████ (TS) (Natural England)	Lead Advisor
██████████ (JT) (Royal Society for the Protection of Birds (RSPB))	Conservation Officer
██████████ (JW) (WSCC)	County Arboriculturalist
██████████ (AW) (Natural England)	Lead Advisor
██████████ (JZ) (WSP)	Onshore EIA Project Manager

**Apologies:**

None received

**Actions summary:**

Number	Action
1	AK to provide information to GR (WSCC) on final number of important hedgerows when analysis is complete
2	AK to provide stakeholders with existing baseline reports following DCO Design Freeze.
3	AK to provide a comprehensive survey dataset to Natural England as soon as possible.
4	AK to provide information on contractors responsible for hedgerow replacement to VC (SDNPA) when available.
5	AK to add distinction between hedgerows retained, those retained through tunnelling and those passed using trenchless crossing technique to assessment.
6	AK to consult RC (Sussex Ornithological Society) in relation to bird proliferation and migration.



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7	AK to provide shapefiles of new onshore cable routes considered in the PEIR SIR with stakeholders when available.
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	Topic of Discussion	Actions
1	<p><i>Welcome – Slide 2</i></p> <p>AK introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees.</p>	
2	<p><i>Project Update – Slide 4</i></p> <p>NC provided a project update. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. NC provided a summary of the onshore cable routes including alternatives, modifications and Longer Alternative Cable Routes (LACRs). It was noted that the Oakendene substation had now been selected by RED. NC outlined that the onshore substation option decision and a reduction in the number of offshore wind turbines offshore were not subject to the ongoing consultation.</p>	
3	<p><b>Terrestrial ecology and nature conservation</b></p> <p><i>Progress update since November 2021 – Slide 6</i></p> <p>AK provided an update on terrestrial ecology since November 2021:</p> <ul style="list-style-type: none"> <li>• Field survey had continued across the PEIR Assessment Boundary for the Proposed Development;</li> <li>• site visits had been undertaken to identify any areas of heightened risk of ‘frac out’ during Trenchless Crossing (TC) (for example Horizontal Directional Drilling (HDD)) at Sites of Special Scientific Interests (SSSIs), Local Nature Reserves (LNRs) and Local Wildlife Sites (LWSs);</li> <li>• Avoidance, mitigation and minimisation measures have been integrated into the evolving design; and</li> <li>• a formalised outline Biodiversity Net Gain (BNG) strategy had been developed and discussed with the Forestry Commission and Natural England.</li> </ul>	



4	<p><i>Section 42 Consultation discussion – Slides 7 - 17</i></p> <p>AK addressed Section 42 comments:</p> <p><i>Baseline habitat survey incomplete:</i> Lack of survey data was acknowledged. AK clarified that this was as a result of the COVID-19 pandemic and land access challenges. Extensive survey has now been undertaken with data collected in 2020, 2021 and 2022.</p> <p><i>The Proposed Development should deliver a Biodiversity Net Gain (BNG):</i> A commitment to delivery of a BNG of at least 10% has been made by the project (C-104), with measurement to be achieved using the Biodiversity Metric 3.1. The approach to delivering BNG will ensure a front-loaded delivery of units, achieved through purchase from the BNG market.</p> <p><i>The Proposed Development should avoid, minimise and compensate for effects on notable habitats, flora and fauna:</i> Considerable effort has been made in designing and agreeing the viability of avoidance, minimisation and mitigation measures. Avoidance is being delivered through a vegetation retention plan, which will provide more detail than any comparable offshore wind project. Compensation will be offered around the onshore substation through delivery of new habitats. All other habitat enhancements or creation will be secured via the approach to BNG.</p> <p><i>Assessment of hedgerow/woodland severance is required:</i> Assessment was focused on mobile features only in PEIR. This will be updated in the ES, where fragmentation will be considered both for mobile features and habitats in their own right. A number of commitments have been introduced to reduce concern of fragmentation effects</p> <p><i>Impacts on designated sites by trenchless crossing should not be scoped out:</i> Specialist visits have been undertaken at sites including Warningcamp Hill and New Down Local Wildlife Site (LWS), Sullington Hill LWS, Michelgrove Park Plantations on Ancient Woodland Sites (PAWS) and Climping Beach Site of Special Scientific Interest (SSSI) / Littlehampton Golf Course &amp; Atherington Beach LWS. Feasibility has been assessed and it has been confirmed that the use of trenchless crossing is achievable within normal risk profiles. Further information has also been described where risk of 'frac out' in sensitive areas can be managed effectively which can be included in an outline Code of Construction Practice (CoCP) (e.g., stand-offs, drilling fluid viscosity, pressure monitoring).</p> <p><b>Post meeting note: Information in regard to the avoidance of impacts to designated sites by trenchless crossing, including information on how the risk of frac out is managed, similar to presented for the Norfolk Boreas Project, will be included in the outline CoCP.<sup>1</sup></b></p> <p><i>Details on the timing of restoration and description of the maintenance, management and monitoring are required:</i> Embedded environmental measures have been based (in part) on lessons learned from Rampion 1, e.g., timing of restoration, approaches to hedgerow reinstatement and calcareous grassland etc. General approaches to monitoring and management to be provided in outline Landscape and Ecological Management Plan (LEMP).</p> <p><i>A stand-off of ground works to Ancient Woodland and veteran trees should be implemented:</i> Embedded environmental measure C-216 is in place that will impose a 25m stand-off of ground works to all ancient woodland, with any crossed by trenchless crossing having a minimum depth of 6m imposed. Embedded environmental measure is in place to impose UK Government guidance regarding buffer zones for veteran trees (e.g. diameter x 15 or tree canopy plus 5m) or if crossed by trenchless crossing having a minimum depth of 6m</p>	
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<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010087/EN010087-001319-Clarification%20Note%20Trenchless%20Crossings%20and%20Potential%20Effects%20of%20Breakout%20on%20the%20River%20Wensum.pdf>

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	<p>imposed. One potential option, (LACR-02) presented in the Preliminary Environmental Information Report (PEIR) – Supplementary Information Report (SIR) would see the loss of 0.99ha of Plantation Ancient Woodland Site (PAWS). Should this be the preferred option then compensation would be offered (bespoke design would be agreed with Natural England / Forestry Commission).</p> <p><i>The potential for effects on migratory birds moving through the construction area should be considered:</i> Migratory birds will be considered in the ES, both with regards staging/stopover habitat in the coastal strip and with regards temporary construction lighting. Mitigation measures (as part of the vegetation retention plan will be delivered following Sussex Ornithological Society comments).</p> <p><i>Impacts of dust on Amberley Mount to Sullington Hill SSSI due to use of adjacent tracks should be fully considered:</i> Existing tracks through Sullington Hill LWS (that run adjacent and close to the SSSI) are no longer to be used as temporary construction access. This removes need for track upgrade and movement of trucks/plant. Existing tracks to be used for operation and maintenance only. Access using a 4x4 or light van (expected to be once or twice per year) with no track works. Potential effects of dust on the SSSI will be scoped out.</p> <p><i>The definition of Priority Habitats (HPI) and protected species have been incorrectly assessed:</i> The approach within the PEIR is consistent with many other Development Consent Order (DCO) and large Town and Country Planning Application (TCPA) projects. The categories of “Importance – Legislation and Policy” and “Importance – project level” have been altered to be “Importance” and “Scale at which effect may be realised”. For example: bats are of “International” importance, but the scale at which an effect could be significant is at a “County” level. Therefore, change is in wording and not approach to assessment.</p>	
<p>5</p>	<p><i>Survey update and next steps - Slide 17 - 41</i></p> <p>CB provided an overview of survey progression. CB noted that the habitat condition assessment coverage is expected to be over 85%.</p> <p><i>Phase 1 Habitat Survey:</i> Survey undertaken to date comprised a Phase 1 Habitat survey; completed for more than 90% of the PEIR Assessment Boundary. CB noted that gaps in this survey would be addressed using remote sensing. CB noted that the PEIR Assessment Boundary comprised mostly semi-natural woodland and grassland. Data collected will be used to inform mitigation design, particularly the outline Vegetation Retention Plan (VRP).</p> <p><i>National Vegetation Classification Survey:</i> National Vegetation Classification (NVC) surveys has been targeted at habitats of increased importance; areas of calcareous grassland and species rich semi-improved grassland and woodland.</p> <p><i>Hedgerows Regulation Assessment:</i> 344 hedgerows and treelines were identified within the PEIR Assessment Boundary. Final survey was completed in spring/summer 2022. Coverage likely to be 90 – 95%. Important hedgerows are being identified. Better quality hedgerows are present towards the northern end of the onshore cable corridor. Some notable species have been planted at landfall. Data collected will be used to inform hedgerow mitigation and the outline VRP.</p> <p>GR requested an indication of the number of hedgerows that might be important, under The Hedgerows Regulations 1997, within the Study Area. AK clarified that important hedgerows appeared to comprise a small proportion of hedgerows overall. AK proposed sharing final numbers with GR when analysis is complete.</p>	<p>1 - AK to provide information to GR (WSCC) on final number of important hedgerows when analysis is complete</p>

<sup>2</sup> <https://www.legislation.gov.uk/ukxi/1997/1160/contents/made>

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GR asked how important hedgerows would affect mitigation regarding notching and tunnelling. AK clarified that tunnelling would apply to hedgerows where the requirement for this is justified.

VC requested further information on the definition of important hedgerows. AK clarified that hedgerows are defined as important using the schedules in *The Hedgerow Regulations 1997* (revised 2002). AK stated that a hedgerow mitigation note will be produced as part of the DCO Application. Important hedgerows will be considered in the outline VRP, which will provide further detail on how each hedgerow will be crossed, including retention rates.

*Great Crested Newt Survey:* 266 ponds had been identified in or close to the PEIR Assessment Boundary. Results presented in the PEIR SIR noted the number of ponds identified and the distribution of great crested newt across the cable corridors. LACR02 will add 6-11 further ponds dependent on the final onshore cable route design. Great crested newt records are spread along the onshore cable corridor. Current expectation is that all ponds will be retained. Licensing will be addressed through a District Level licencing approach and the appointment of an Ecological Clerk of Works (ECoW).

GR requested that, where possible, the working width corridor was reduced from 40m to 30m when in proximity to ponds due to the potential presence of feeding or migrating amphibians. AK noted that the ponds within the proposed DCO Order Limits will be noted on the outline VRP and, where possible, terrestrial habitat around ponds will be secured. AK highlighted that reducing the working corridor further presented difficulties associated with the storage of soil stockpiles.

CB noted that many watercourses will be crossed using trenchless techniques and noted that licensing would be required.

*Water Vole, Otter and Badger survey:* CB confirmed the presence of water vole and badgers within the PEIR Assessment Boundary, particularly within coastal and floodplain grazing marsh south of the A27. Number of watercourses will be crossed trenchlessly in these areas, with wet ditches requiring open cut to allow for clear span bridges. A commitment is in place for pre-construction survey, licencing and method statements as necessary (C-209 and 210). The South Downs plateau has the lowest potential for these species. Some signs of badger activity have been noted, but no main setts have been located.

*Bat Survey:* Bat activity surveys have focused on sampling suitable habitats. Ground level visual assessment of trees to be completed by December 2022. One confirmed roost has been identified to date, with 700 trees of moderate to high potential. Mitigation focuses on avoidance. Temporary and permanent lighting being designed to accord with Institution of Lighting Professionals and Bat Conservation Trust guidance.

*Breeding bird survey:* Survey coverage of 85% of the PEIR Assessment Boundary has been achieved to date. Schedule 1 species likely to be nesting on or close to the proposed onshore cable route include: Barn owl, Cetti's warbler, firecrest and hobby. Evidence of stone curlew breeding and lapwing along the South Downs Plateau was returned via the desk study. Eurasian curlew known to be released in the area in 2022. The Common Bird Census does not pick up certain species particularly well (e.g., grey partridge).

RC noted that, in 2022, a countywide nightingale survey was undertaken, identifying six pairs within 1km of the proposed onshore substation site. RC noted the Section 42 consultation response received from the Sussex Ornithological Society (SOS). Specialist mitigation measures to address the presence of nightingale would be proposed, agreed, and implemented. AK noted that most of the nightingale identified were in proximity to Cowfold stream and its tributaries. These areas would be crossed by trenchless crossing (e.g. HDD), resulting in the retention of nightingale habitats.

*Wintering birds – Intertidal and Coastal Strip:* Survey was undertaken across two winter periods (2020 – 2021 and 2021 – 2022). The intertidal area was used by a range of species

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	<p>with Sanderling (the SSSI feature) recorded regularly in numbers between 3 and 80 individuals. Wildfowl (wigeon (39), pintail (18), teal (6), gadwall (2) associated with the Arun Valley Special Protection Area (SPA) / Ramsar site were recorded regularly in the intertidal in small numbers. Dark-bellied brent geese were recorded in high numbers (650) in the fields behind the sea wall (and in the intertidal) in the winter of 2020/21, but not in 2021/2022. Numbers peaked strongly in November / December 2020/21 and 2020/22 with a tail through to March. Landowner has confirmed that the Dark-bellied brent geese occurrence is driven largely by rotation.</p> <p><i>Wintering birds – Arun and Adur Valleys:</i> 13 species were recorded within 500m of the PEIR Assessment Boundary. Gadwall (4), wigeon (158), lapwing (389) and Mediterranean gull (7) were of most interest. Within the River Arun Valley most sightings of wildfowl were from lakes near St Mary Magdalene’s church, Lyminster, in fields adjacent to the river near Tortington and a waterbody close to Wick. Lapwing were present in fields near Tortington, adjacent to the river. Within the floodplain of the River Adur (and adjacent areas) 16 species were recorded. Gadwall (2), shoveler (10), teal (151), white-fronted goose (30), wigeon (600) and lapwing (51).</p> <p>Mitigation for wintering birds will comprise restrictions on the working hours of construction works from 1st March - 30th September. CB noted that there would be no works carried out throughout October - February due to the presence of SSSIs and SPAs. Temporary lighting will be minimised where possible and all scrub, hedgerows etc. south of A259 Bridge Road will be retained to protect staging/stopover habitat.</p> <p><i>Dormouse surveys:</i> Survey was undertaken in 2020, 2021 and 2022. Signs of dormouse were recorded on 31st October 2022 at on reclaimed land at Oakendene.</p> <p><i>Reptile surveys:</i> Survey focused on onshore substation locations outlined in the PEIR at Bolney Road / Kent Street (renamed Oakendene) and Wineham Lane North. Small numbers of slow worms and grass snakes were located at Oakendene. Suitable reptile habitat largely associated with field boundaries along onshore cable route, controlled via ECoW with method statement.</p> <p>AK suggested it might be useful to provide consultees with existing baseline information as standalone reports following DCO Design Freeze.</p> <p>EP outlined that a comprehensive survey dataset had not been provided. Natural England (NE) took the position that the presentation of survey data for the first time in the Environmental Statement (ES) would not allow full consideration of baseline. EP requested clarification of project timescales. AK stated that a comprehensive survey dataset would be provided to NE as soon as possible.</p> <p>EP highlighted that it was important for the consultees to be kept informed of progress on baseline understanding and the results of survey. Natural England requested timescales for the provision of project information to allow internal resource to be allocated. EP noted that the lack of available data may present a risk to the project. AK clarified that it would be possible to release data available at this point in GIS format, but baseline reports (especially summary statistics) are reliant on a fixed design.</p> <p>EP outlined that Natural England have seen information for Offshore elements in advance of the DCO Design Freeze.</p>	<p><b>2 - AK to provide stakeholders with existing baseline reports following DCO Design Freeze.</b></p> <p><b>3 - AK to provide a comprehensive survey dataset to Natural England as soon as possible.</b></p>
<p><b>6</b></p>	<p><i>Mitigation measures and commitments – Slides 42 - 44</i></p> <p>AK provided a summary of embedded environmental measures. These comprised:</p> <ul style="list-style-type: none"> <li>No ground-breaking works within Climping Beach SSSI and Littlehampton Golf Course LWS (pedestrian access only to monitor drill head) – only exception would be for emergencies (C-112).</li> </ul>	

<ul style="list-style-type: none"> <li>• No ground-breaking works within Sullington Hill LWS (pedestrian access only to monitor drill head during construction, current farm track used for operational access) – only exception would be for emergencies (C-114).</li> <li>• Minimised ground-breaking works in Warningcamp to New Down LWS, majority of work restricted to improved grassland (C-113).</li> <li>• Ancient Woodland – avoidance through routeing and use of trenchless crossing (except with regards to LACR-02) (C-6).</li> <li>• Veteran trees – avoidance through imposition of standard guidance buffer zones or via trenchless crossing (applies to a single tree) (C-112).</li> <li>• The Mens Special Area of Conservation (SAC) – trenchless crossing of cables under Lee Valley Farm shelter belt (6m temporary construction haul road required) (C-223).</li> <li>• Arun Valley SPA / Ramsar site - avoidance of winter works in the areas where wildfowl concentrations are located (C-217).</li> </ul> <p>AK provided consultees with hedgerow mitigation options A and B. Option A included sections of hedge to be relocated to hedgerow receptor sites and replanted upon completion of works. Option B favours the use of hand digging to insert pipes beneath the root ball.</p> <p>AK stated that a list of hedgerows within Proposed DCO Order Limits will be provided to the consultees detailing the condition of the hedgerow: retained, coppiced to 0.9m, notched 6m, notched 14m or permanently lost.</p> <p>RC outlined that Sussex is a dry county and therefore hedgerow retention in this area may be a challenge; any hedge removed will require continual watering. AK acknowledged this observation and noted that the methods for retention would be presented in the outline CoCP. AK clarified that, even if the hedgerow fails, a woody matrix appropriate for wildlife, such as bats, remains.</p> <p>VC requested further details for the contractors responsible for hedgerow replacement. AK clarified that hedgerow contractors would be appointed during the detailed design phase and work with the engineers to develop what will happen at each crossing.</p> <p>VC requested further information on the ownership of maintenance and monitoring responsibilities. AK clarified that the contractor appointed to construct the onshore cable route would be responsible for this, noting that this would be secured through the Outline CoCP. AK clarified that typically the period of responsibility would be 5 years. NC added that this may increase to 10 years and that this would need to be contractually confirmed. VC noted that SDNPA would like to input alongside WSP and RED.</p> <p>GR requested an indication of the duration that notched hedgerows will remain in their receptor sites before being replanted. AK clarified that the duration that notched hedges will remain was dependent upon the season and that hedgerows would be removed and reinstated within the same season. AK highlighted that this period could be several months.</p> <p>GC asked whether the project would avoid placing hedgerow receptor sites in sensitive locations. AK clarified that receptor trenches will generally remain in the working width; therefore, further habitat disturbance will not be caused.</p> <p>GR requested a distinction be made between hedgerows retained, those to be retained through hand tunnelling and those passed using trenchless crossing technique (e.g., HDD). AK agreed that this would be a useful addition to assessment.</p> <p>GR requested further information on hand digging. AK clarified that this method consists of digging 30-50cm of hedge before using an excavator to drive the pipe beneath the root ball.</p> <p>GR [referring to Slide 43] noted that Option B could be more clearly displayed using a dotted line to depict construction works. GR asked that construction works aim for gaps in the</p>	<p><b>4 – AK to provide information on contractors responsible for hedgerow replacement to VC (SDNPA) when available.</b></p> <p><b>5 – AK to add distinction between hedgerows retained, those retained through tunnelling and those passed using trenchless crossing technique to assessment.</b></p>
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	<p>hedgerow. AK confirmed that this is the general approach and noted the requirement to have a set distance between the cable trenches.</p> <p>JW noted the importance of considering soil types in relation to hedgerow trenches. AK clarified that the technical aspects would be confirmed in advance of the hedgerow removal however noted that this was an attempt to minimise loss and acknowledged that the method will require time to return the hedgerow.</p> <p>JW clarified the need for specialists to review the hedges individually to address concerns surrounding soil type. AK responded that, from an EIA perspective, the level of significance will not change and acknowledged that the team will consider approaches to wording in regard to mitigation. AK clarified that habitat reinstatement will take place within two years, where appropriate.</p> <p>RC requested clarity on the meaning of specification of checks for a species. AK clarified that this would, for example, include discussions with a barn owl box scheme representative for areas within 500m of the onshore cable route. AK added that a programme of pre-construction surveys will be undertaken to ensure a full understanding of the baseline at that point in programme.</p>	
7	<p><b>Biodiversity Net Gain (BNG)</b></p> <p>AK provided an update on the status of BNG:</p> <ul style="list-style-type: none"> <li>• Commitment to delivering a BNG of at least 10%, calculated using Biodiversity Metric 3.1.</li> <li>• Within proposed DCO Order Limits, delivered by RED, includes the reinstatement of habitats temporarily lost and the landscape design associated with the Oakendene Substation.</li> <li>• The BNG Information submitted alongside the DCO Application will identify the outline extent of the shortfall and the mechanism and timing of delivering the shortfall.</li> <li>• Re-calculation based on the detailed design, sign-off of the calculation by relevant authority and the purchase of the units from the open market prior to (or within 6 months of) onshore construction commencement.</li> <li>• Discussions held with Weald to Waves Project, Environment Bank, and land agents to understand scale of the market in West Sussex.</li> <li>• Weald to Waves Project includes large areas of land that overlap with the PEIR SIR Boundary and has lots of potential opportunities.</li> <li>• Units to be purchased and managed by third party to avoid difficulties with the Offshore Transmission Owner transfer.</li> <li>• Criteria set regarding type of units, distance from DCO Order Limits etc. to ensure third party delivers units that are most appropriate.</li> </ul> <p>VC asked AK to confirm if the reinstatement of lost habitats would contribute to BNG. AK clarified that habitat reinstatement is included in calculations but does not generate net gain.</p> <p>VC requested that SDNPA should be involved in the criteria for the approach to BNG. AK clarified that SDNPA would be further consulted on the approach to BNG.</p> <p>AK explained that an updated desk study is to be undertaken following DCO Design Freeze to ensure all data is representative of current conditions.</p> <p>RC noted that information had been provided regarding the use of HDD at landfall. Further consultation was requested in relation to bird proliferation and migration. AK acknowledged this request. NC also highlighted the importance of submitting views via the consultation process, noting that the landfall site was still eligible for modification.</p>	<p><b>6 – AK to consult RC (Sussex Ornithological Society) in relation to bird proliferation and migration.</b></p>



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<p>JP requested further information regarding long-term risks resulting from maintenance of TCs. JP noted that these areas may be subject to excavation during maintenance periods. AK noted that this is not a risk associated with trenchless crossing due to the presence of joint bays.</p> <p>SL requested further information regarding the depth of trenchless crossings. AK clarified that the depth of trenchless crossings would be determined on a case-by-case basis at each trenchless crossing location. Embedded environmental measure C-216 sets the minimum depth for a trenchless crossing at 6m when passing under Ancient Woodlands, except for circumstances where the onshore cable route passes through a PAWS. For Ancient Woodland and veteran trees, a standoff distance for ground works of 25m had been established. Compensation areas will be agreed regarding any land take from Ancient Woodland from the onshore cable route, as per government guidance. Veteran trees will be protected through standard government guidance.</p> <p>AK provided a description of maintenance, management, and monitoring, and noted that reinstatement periods are stated within embedded environmental measures.</p> <p>JW queried whether fencing would be provided and detailed in the outline CoCP for the standoff to PAWS. AK confirmed that required fencing would be detailed in the outline CoCP, noting that habitats surrounding construction activities would be protected from encroachment by fencing. Specification of fencing and how long this would be in place would be specified by the engineering team.</p> <p>JW asked if there was potential to reduce tree and canopy cover loss within PAWS through aligning tracks to one side of the woodland. AK clarified that, to achieve avoidance of the PAWS, tracks would have to be located on the north side. AK confirmed that this was not possible due to the ground gradient in this location.</p> <p>JW questioned why trenchless crossing (e.g., HDD) is not an option here. AK responded that this is due to the length of LACR02. JW questioned if a break in the trenchless crossing would be possible. NC responded that this would need a clearance area and would not result in less tree loss. JW requested that this could be put together as an option. NC noted that this was not an option at this point in the project, as installing the required break area compounds would be intrusive and would provide no real benefit.</p> <p>EP stated that Natural England would comment regarding the requirement for rescoping in their consultation response. EP requested clarification on whether WSP sought an opinion from the Planning Inspectorate. NC confirmed that the Planning Inspectorate was consulted and did not believe a full rescope was required. NC noted that details of where these minutes are located will be provided to the consultees.</p> <p>VC agreed with the points raised by EP.</p> <p>RC noted that the most significant change not discussed is the increased scale of offshore wind turbines, particularly regarding migrating birds. NC responded that the larger turbines are within the 'Rochdale Envelope' assessed in the PEIR. AK also noted that the collision risk analysis will reflect that 'Rochdale Envelope'.</p> <p>AK invited consultees to share any early insights into LACR-02 due to the presence of PAWS and LWS habitat. VC confirmed that this would be included in SDNPA's consultation response. EP confirmed that a response on LACR-02 would be included in Natural England's response.</p> <p>AH highlighted WSCC concerns regarding project timescales. NC clarified that further public consultation is not planned upon selection of an onshore cable route and that another round of Expert Topic Group (ETG) meetings will be carried out. AH acknowledged this and noted that WSCC would participate in further ETGs. NC commented that timescales for further ETGs are dependent on the number of consultation comments received. NC added that</p>	
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	<p>survey continues to be undertaken to ensure that, upon the selection of an onshore cable route, there will be data to support assessment.</p> <p>TS requested shapefiles for the new onshore cable routes considered in the PEIR SIR are shared with stakeholders. AK agreed the onshore cable routes considered in the PEIR SIR would be shared all stakeholders, including Natural England.</p>	<p><b>7 - AK to provide shapefiles of new onshore cable routes considered in the PEIR SIR with stakeholders when available.</b></p>
<p><b>8</b></p>	<p><i>PEIR SIR discussion</i></p> <p>AK stated that, while it is recognised that several the alternatives and modifications presented in the PEIR SIR are outwith the original Scoping Boundary the assessment outcomes provided within the PEIR SIR do not identify any new receptors groups with respect to terrestrial ecology. Therefore, the scope of the assessment for terrestrial ecology remains in line with that described in the Scoping Opinion.</p> <p>Major considerations with regards terrestrial ecology in the decision-making process are:</p> <ul style="list-style-type: none"><li>• The viability of LACR-02 and associated loss of PAWS and LWS habitat.</li><li>• Effectiveness of embedded environmental measures for the Peppering Project.</li><li>• Level of concerns regarding LACR-01b and the release of Eurasian curlew.</li></ul> <p>JM and NC thanked the attendees and noted that minutes would be circulated.</p>	



# Meeting Minutes



**Date:** [10/11/2022 14:00 – 16:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Historic Environment and Landscape and Visual Impact Assessment (LVIA)

██████████ (SA) (WSP)	Historic Environment Associate Director
██████████ (AB) (Natural England)	Senior Environmental Specialist (Seascape Landscape and Visual Impact Assessment/Landscape and Visual Impact Assessment (SLVIA/LVIA)
██████████ (VC) (South Downs National Park Authority (SDNPA))	Principal Planning Officer
██████████ (NC) (Rampion Extension Development Limited (RD))	Onshore Consents Manager
██████████ (JC) (Historic England)	Archaeological Science Advisor
██████████ (SDNPA)	Landscape and Biodiversity Lead
██████████ (AH) (West Sussex County Council (WSCC))	Rampion 2 Project Officer
██████████ (CH) (WSCC)	County Archaeologist
██████████ (JJ) (Natural England)	Landscape Senior Specialists
██████████ (HM) (Natural England)	Marine Senior Adviser
██████████ (JM) (WSP)	Environmental Impact Assessment (EIA) Project Manager
██████████ (JN) (WSCC)	Principal Planner
██████████ (EP) (Natural England)	Case Officer (Marine Lead Adviser)
██████████ (AR) (SDNPA)	Cultural Heritage Lead
██████████ (RR) (WSP)	Technical Director – LVIA Lead
██████████ (CS) (WSP)	Assistant EIA Project Manager
██████████ (TS) (Natural England)	Lead Advisor
██████████ (JW) (WSCC)	County Arboriculturist
██████████ (AW) (Natural England)	Lead Advisor
██████████ (JZ) (WSP)	Onshore EIA Project Manager

**Apologies:**

None received

**Actions Summary**

Number	Action
1	SA to provide the historic parkland assessment to Historic England and WSCC following the ETG.
2	SA to provide WSCC with historic environment geophysical survey results when available.
3	SA to arrange meeting with WSCC regarding archaeological trial trenching.
4	RR to arrange meeting with WSCC regarding RVAA once an onshore cable route is decided.
5	RR to provide SDNPA with a summary of changes to assessment resulting from the onshore substation decision.
6	RR to provide timescales for completed viewpoint photography to stakeholders.

7	RR to provide arboricultural survey to stakeholders when available.
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	Topic of Discussion	Actions
1	<p><b>Welcome</b></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees.</p>	
2	<p><i>Project update -Slide 4</i></p> <p>NC provided a project update. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. NC provided a summary of the onshore cable routes including alternatives, modifications and Longer Alternative Cable Routes (LACRs). It was noted that the Oakendene substation had now been selected by RED. NC outlined that the onshore substation option decision and a reduction in the number of offshore wind turbines were not subject to the ongoing consultation.</p>	
3	<p><b>Historic environment</b></p> <p><i>Update on progress since November 2021 - Slide 6</i></p> <p>SA provided an overview of progress for the historic environment aspect since November 2021. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. SA noted that ongoing survey activity had inputted into the Preliminary Environmental Information Report (PEIR) Supplementary Information Report (SIR) (RED, 2022). Key activity comprised:</p> <ul style="list-style-type: none"> <li>• ongoing historic environment site walkovers;</li> <li>• 80% of the original PEIR Assessment Boundary subject to magnetometry geophysical survey;</li> <li>• ongoing stakeholder engagement;</li> <li>• archaeological trial trenching at Crossbush; and</li> <li>• an update of the geoarchaeological desk study and completion of a historic parkland assessment at Oakendene.</li> </ul> <p>SA noted that the historic parkland assessment will be provided following the ETG.</p> <p>SA stated that land access negotiations were ongoing for further historic environment geophysical survey and archaeological trial trenching at Brook Barn Farm and Warningcamp Hill.</p>	<p><b>1 – SA to provide the historic parkland assessment to Historic England and WSCC following the ETG.</b></p>
4	<p><i>Section 42 Consultation discussion – Slide 7</i></p> <p>SA outlined actions undertaken in response to outstanding Section 42 comments. SA noted further consultation would be undertaken with relevant stakeholders regarding historic environment archaeological trial trenching and mitigation.</p>	
5	<p><i>Survey update and next steps following PEIR SIR – Slide 8</i></p> <p>SA provided an overview of survey progression.</p> <p><i>Geoarchaeology:</i></p> <ul style="list-style-type: none"> <li>• Geological desk study is to be updated in line with onshore cable route changes; and</li> <li>• Stakeholder engagement undertaken to discuss potential geoarchaeological strategies.</li> </ul>	

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	<p><i>Site visits:</i></p> <ul style="list-style-type: none"> <li>Additional site walkover and visits to off-site heritage assets relating to changes to the PEIR Assessment boundary.</li> </ul> <p><i>Geophysical survey:</i></p> <ul style="list-style-type: none"> <li>SA noted that approximately 400 hectares (ha) have been identified for further potential archaeological geophysical survey.</li> </ul> <p><i>Archaeological trial trenching:</i></p> <ul style="list-style-type: none"> <li>ongoing discussion with WSCC Archaeologist;</li> <li>three locations were identified for historic environment archaeological trial trenching; comprising Crossbush, Brook Barn Farm and Warningcamp Hill; and</li> <li>archaeological trial trenching at Crossbush completed in October 2022.</li> </ul> <p>SA noted that archaeological trial trenching at Brook Barn Farm and Warningcamp Hill was dependent on ongoing land access negotiations.</p>	
6	<p><i>Crossbush archaeological trial trenching - Slide 9</i></p> <p>SA stated that Crossbush was selected for archaeological trial trenching based on the results of archaeological geophysical surveys, desk-based work, and stakeholder consultation.</p> <p>SA discussed archaeological remains identified at Crossbush and those likely to be present in the wider area. SA noted that excavation identified ditches containing Roman material and wall foundations for a former Napoleonic barracks.</p>	
7	<p><i>PEIR SIR commitments - Slide 10</i></p> <p>SA presented draft mitigation measures and commitments relevant to the historic environment aspect. Mitigation measures and the way in which these will be secured are set out in slide 10 of the Rampion 2 LVIA and Historic Environment presentation 10/11/2022.</p> <p>SA outlined embedded environmental measures (C-13, C-115 and C-204) identified in the PEIR SIR (RED, 2022).</p>	
8	<p><i>Targeted Consultation Q&amp;A - Slide 11</i></p> <p>SA confirmed that new onshore cable routes presented in the PEIR SIR (RED, 2022) have not resulted in the identification any new receptors or receptor groups, therefore the scope of historic environment assessment remains in line within the Scoping Report.</p> <p>CH queried how the historic environment assessment will consider the need for additional survey, noting that further geophysical survey would be required to allow onshore cable route options to be compared for relative impact to the historic environment. CH requested further detail concerning survey programme and results to date.</p> <p>SA clarified that archaeological geophysical survey is ongoing. Results will be shared and discussed with WSCC when initial results are available.</p> <p>CH outlined that many proposed onshore cable route options are likely to interact with areas of high archaeological potential. CH noted that baseline information from the historic environment geophysical survey is insufficient to inform knowledge of the potential for high value buried archaeological assets. WSCC are unable to offer an opinion on the relative impact of each onshore cable route option on the historic environment.</p> <p>NC clarified that consultation material provided to stakeholders is not current, with surveys are ongoing. NC noted that RED presented the most up-to-date information available at the time of</p>	<p><b>2 – SA to share results of archaeological geophysical survey with stakeholders when available.</b></p>

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	<p>commencement of targeted consultation. NC requested that stakeholders are clear regarding any concerns relating to consultation material and feedback to the project team.</p> <p>CH stated that consultation was not requested for the decision made concerning the location for the substation.</p> <p>NC clarified that consultation is required only when the project is adding an element. Information on the onshore substation decision will be included in the DCO Application.</p> <p>CH outlined that high value heritage assets are present near onshore cable route options. CH noted that a reduced level of survey would result in an inability for the Proposed Development to adequately develop mitigation. CH highlighted assessment would not be able to adequately express changes in significance without sufficient baseline data.</p> <p>SA clarified that where onshore cable route options are in proximity to designated heritage assets or archaeological notification areas (ANAs), the works area will be accessed using existing tracks where possible. Additional commitments have been developed to minimise the potential for impacts to high value heritage assets. SA outlined that the historic environment team would welcome discussion with WSCC regarding concerns on specific heritage assets.</p> <p>CH outlined that WSCC believe the baseline data acquired and presented regarding the PEIR SIR Assessment Boundary is not adequate to state that no changes occur to levels of impact in comparison to PEIR (RED, 2021).</p> <p>VC stated that the SDNPA believe inadequate data is presented for access routes near high value heritage assets. Consultation comments from SDNPA will likely reflect those of WSCC.</p> <p>JC outlined that Historic England agree with WSCC and SDNPA, adding that buried archaeology near the boundary of a scheduled monument and associated with it would be of equivalent value in planning terms. JC clarified that further survey would be required to fully inform an understanding of scheduled monuments with the potential to be impacted by the Proposed Development before an impact assessment could be presented.</p> <p>NC noted that stakeholders could only be expected to respond to information provided to-date and that further discussion will be facilitated at a later stage where required.</p> <p>CH requested further discussion regarding archaeological trial trenching necessary in order to progress assessment.</p>	<p>3- SA to arrange meeting with WSCC regarding archaeological trial trenching.</p>
<p>9</p>	<p><b>Landscape and Visual Impact Assessment (LVIA)</b></p> <p><i>Progress updates since November 2021 - Slide 13 to 17</i></p> <p>RR provided an overview of progress since 2021, comprising:</p> <ul style="list-style-type: none"> <li>• consideration of onshore cable route corridor changes;</li> <li>• further onshore substation optioneering;</li> <li>• development of embedded environmental measures; and</li> <li>• interdisciplinary working.</li> </ul> <p>RR noted the inclusion of additional landscape photography viewpoints to those considered at PEIR (RED, 2021) had been discussed and agreed with stakeholders. Additional viewpoints are presented in the PEIR SIR (RED, 2022). RR clarified that approximately 50-60% of the agreed viewpoints have been photographed and further survey was ongoing during November 2022.</p> <p>AH queried whether multiple viewpoints noted during consultation, including those south of the A27, are included in the current scope of works. RR clarified that agreed viewpoints would be</p>	

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	<p>considered during assessment and presented in the LVIA ES chapter but had not been included in the PEIR SIR (RED, 2022).</p> <p>AH stated that WSCC will include agreed viewpoint photography not presented in the PEIR SIR in its consultation response (RED, 2022)</p>	
<p>10</p>	<p><i>Section 42 comments for discussion - Slides 18 to 21</i></p> <p>RR outlined updates to Section 42 comments, comprising:</p> <p><i>Public Rights of Way (PRoWs) have not been considered at PEIR stage (2021).</i> RR noted that an outline Public Rights of Way Management Plan (PRoWMP) will address this and be provided alongside the DCO Application. This will include details of PRoW diversions.</p> <p><i>South Downs Way sequential viewpoints not presented at PEIR stage (2021).</i> RR outlined that sequential viewpoints are presented in Figure 19.66 of the PEIR. This included six viewpoints as part of the South Downs Way. RR confirmed sequential assessments will be undertaken for the ES.</p> <p><b>Post meeting note: Within LVIA sequential effects occur when the observer must move to another viewpoint to see the same or different developments.</b></p> <p><i>Common viewpoints between LVIA and SLVIA not considered at PEIR stage (2021).</i> RR clarified that the LVIA and SLVIA teams are considering common viewpoints.</p> <p><i>No arboriculture survey information included in the LVIA at PEIR (RED, 2021).</i> RR confirmed that the arboriculture survey is complete for the original PEIR Assessment Boundary. RR clarified that further surveys required to inform the new onshore cable route options are being progressed.</p> <p>AH noted that further viewpoint photography is required. RR confirmed that additional viewpoint photography will be agreed with WSCC.</p> <p>WSCC requested a Residential Visual Amenity Assessment (RVAA) is undertaken. RR clarified the RVAA will be produced to accompany the DCO Application and is under discussion.</p> <p>RR presented assessment work carried out to date, providing a definition of the LVIA Study Area, which was limited to 100 – 200m from the onshore cable corridor. No extended viewpoints were noted.</p> <p>RR outlined that the majority of identified significant effects at PEIR SIR were within 180m of the onshore cable corridor, except for some effects identified in more open areas. RR proposed that the RVAA should be carried out in stages, in accordance with the Landscape Institute RVAA Technical Guidance Note (March, 2019)<sup>1</sup>. This would take into account desk studies and property site visits in combination with the Vegetation Retention Plan (VRP).</p> <p>RR highlighted the example of Clay Lane; a trenchless crossing site and part of the VRP. RR clarified that visual pathways to properties close to this location are interrupted by the road and two hedgerows.</p> <p>RR outlined that the LVIA team are developing embedded environmental mitigation measures for properties with the potential to be impacted by the Proposed Development. RR highlighted several properties may need a further visit following the completion of desk studies.</p> <p>VC noted that areas of trenchless crossing along the onshore cable corridor may need 24-hour working. VC questioned whether lighting in these areas is being considered in the LVIA/RVAA. RR clarified that unsympathetic construction lighting would be considered within the LVIA/RVAA. This would be mitigated, to some extent, by vegetation retention.</p>	<p>4 – RR to arrange meeting with SDNPA and WSCC regarding RVAA once an</p>

<sup>1</sup> <https://www.landscapeinstitute.org/technical-resource/rvaa/>

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	<p>AH encouraged engagement concerning PRoWs in advance of the submission of the DCO Application. AH noted that a consideration of visibility from coastal receptors of landfall works, onshore cable routing, offshore export works and wind turbines would be expected in the ES.</p> <p>AH requested a separate session on RVAA once an onshore cable route is decided.</p> <p>AH requested a summary of changes to assessment resulting from the substation decision.</p> <p>JN outlined that the elevation of temporary construction works and arboricultural lifecycles should be considered in assessment. While it was accepted that, once onshore cable routes were restored, little impact is likely, temporary construction activities, such as different drilling techniques, and the duration of works should be considered in assessment.</p> <p>RR agreed with these points and confirmed these would be considered in the LVIA.</p> <p><i>Appropriateness of 2km LVIA Study Area.</i> RR noted comments from Arun District Council and Mid-Sussex District Council in regard to the study area for LVIA, clarifying that this was considered sufficient to identify impacts resulting from the Proposed Development.</p>	<p><b>onshore cable route is decided.</b></p> <p><b>5 – RR to provide SDNPA with a summary of changes to assessment resulting from the onshore substation decision.</b></p>
<p><b>11</b></p>	<p><i>Survey update and next steps - Slide 22</i></p> <p>RR provided a summary of survey undertaken since November 2021. This comprised;</p> <ul style="list-style-type: none"> <li>• site visits undertaken during summer 2022; and</li> <li>• ongoing viewpoint photography.</li> </ul> <p>RR noted that seasonal viewpoint photography was being undertaken to determine the way in which vegetation density would influence LVIA. RR clarified that further site visits and viewpoint photography are proposed.</p> <p>AH requested that timescales for the completion of viewpoint photography are provided to stakeholders. RR acknowledged this request.</p> <p>WSCC considered the current DCO Application timetable too short to allow sufficient time for required viewpoints to be considered and reported adequately.</p> <p>RR clarified that viewpoint photography of viewpoints agreed as a result of consultation is expected to be completed in December 2022. AH acknowledged this and noted that rapid responses would be required from the LVIA team to consultation comments.</p> <p>VC added that the SDNPA agreed with WSCC views on viewpoint photography. VC noted that it was unclear how consultation comments received by RED following the current consultation would inform site visits or further viewpoint photography.</p> <p>NC clarified that RED accept that the programme for DCO Application is challenging. RED has measures in place to ensure a rapid response to consultation comments.</p> <p>JJ stated that Natural England agreed with the SDNPA and WSCC standpoints.</p>	<p><b>6 – RR to provide timescales for completed viewpoint photography to stakeholders.</b></p>
<p><b>12</b></p>	<p><i>SIR mitigation measures and commitments - Slides 23 to 27</i></p> <p>RR presented draft mitigation measures and commitments relevant to the LVIA aspect.</p> <p>Mitigation measures and the way in which these will be secured are set out in slides 23 to 27 of the Rampion 2 LVIA and Historic Environment presentation 10/11/2022.</p> <p>RR provided overview of embedded environmental measures at PEIR SIR (RED, 2022), comprising C-19, C-103 and C-204. RR noted that the Proposed Development has committed to maintain hedgerows at trenchless crossings.</p>	

Continued...

	<p>JW outlined that the hedgerow mitigation strategy may not be appropriate on certain soils. JW requested clarity concerning measures in place to mitigate the risk of visual impact resulting from failed planting.</p> <p>RR clarified that mitigation measures relating to planting would be included in the outline Landscape and Ecological Management Plan (LEMP), which would be submitted with the DCO Application. The LEMP would address planting appropriate to specific geologies and soils and include a timeframe of monitoring and implementation of five years in accordance with the outline LEMP submitted with the DCO Application.</p> <p>JW outlined that arboricultural survey reporting would be expected prior to DCO Application submission. RR clarified that arboricultural reporting will be provided to stakeholders when available.</p> <p>JW questioned whether embedded environmental measures had been replaced or added to since PEIR.</p> <p>JZ clarified that the development of embedded environmental measures was an iterative process and would be continually considered throughout the ES process. All commitments would be confirmed at DCO Application.</p> <p>NC clarified that the presentation [<i>Slides 23 to 27</i>] noted existing, updated, and new embedded environmental measures.</p> <p>AH queried whether a design vision document will be provided to address the way in which commitments will be secured.</p> <p>RR clarified that design and assessment are interrelated. Embedded environmental measures are derived from this process and will be secured through documents submitted at DCO Application. These would include the Design and Access Statement and Code of Construction Practice.</p> <p>CF noted that landscape restoration work undertaken for Rampion 1 was still incomplete in some areas. CF asked if RED could commit to avoiding this. CF added that method statements provided for Rampion 1 had not been reflected in practice.</p> <p>RR clarified that the standards for proposed reinstatement methods would be adhered to subject to any emergencies or Health and Safety concerns.</p>	<p><b>7 – RR to provide the results of arboricultural reporting to stakeholders when available</b></p>
<p><b>13</b></p>	<p><i>Targeted consultation Q and A - Slide 28</i></p> <p>RR outlined that while the PEIR SIR (RED, 2022) introduces alternatives and modifications outside of the original Scoping Boundary, the assessment outcomes provided in the PEIR SIR (RED, 2022) do not identify any new receptor groups with respect to the LVIA aspect. Therefore, the scope of assessment for the LVIA aspect remains in line with that described in the Scoping Opinion.</p>	
<p><b>14</b></p>	<p><i>AOB - Slide 29</i></p> <p>EP noted that Natural England could not commit to REDs position on Scoping until minutes from the Planning Inspectorate had been internally reviewed.</p> <p>NC confirmed that these minutes of the meeting with the Planning Inspectorate are available online.</p> <p>VC requested clarity on why the list of viewpoints agreed has several selection points. RR clarified that this was to provide stakeholders with options and to allow a preference to be expressed.</p> <p>JM and NC thanked all attendees, noting that meeting minutes would be provided in due course.</p>	



Rampion 2 Evidence Plan Process: Civil and Military Aviation Consultation Project Update Meeting		
Date: 11/05/2022		Location: Videoconference via Microsoft Teams
Attendees		
Name	Organisation	Role
[REDACTED] (PF)	Cyrrus	Principle ATM Consultant
[REDACTED]	Cyrrus	Safeguarding Officer
[REDACTED] (BH)	Shoreham Airport	Director of Aviation
[REDACTED] (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
[REDACTED] (DB)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
[REDACTED] (AD)	RWE Renewables	Offshore Consents Manager
[REDACTED] (JD)	RWE Renewables	Commercial Manager

Notes	Actions
<p>General introductions across the board. NH asked if everyone was happy for the meeting to be recorded. No objections made.</p> <ul style="list-style-type: none"> <li>NH gave context and overview of the Rampion 2 project proposed ES Assessment Boundary and current phase for pre application before submitting full DCO. Looking for feedback on shipping, navigation, and landscape. Highlighted differences between current ES and one distributed throughout PIER.</li> </ul> <p><b>Overview</b></p> <ul style="list-style-type: none"> <li>PF Gave overview to potential impacts to the airport. Noted potential for impact at proposed tip height of 325 m ABMSL. A preliminary assessment found a potential for impact to the TAAs of both procedures (runways 02 and 20)</li> </ul> <p><b>Results</b></p> <ul style="list-style-type: none"> <li>PF gave an overview of the results from the preliminary IFP Analysis. Proposed an increase of the TAA from 2,000ft to 2,200ft would support a TTH of 370.5 m for runway 02. This would not require a redesign procedure.</li> <li>The TAA for NITEN at Runway 20 is 1900ft. Propose this also be increased to the IAF altitude at NITEN to also support a TTH of 370.5 m. This would not require a redesign procedure.</li> <li>PF Introduced the IFP safeguarding images for both runways 02 and 20 – highlighting the 5NM buffer for the TAA.</li> </ul> <p><b>Road map</b></p> <ul style="list-style-type: none"> <li>NH confirmed we are still in consultation phase and looking to close out any comments and issues by Q3/Q4 this year.</li> </ul> <p><u>Comments/questions:</u></p> <p>Results:</p> <ul style="list-style-type: none"> <li>BH Was there anything else found in this regard?</li> <li>PF Sean found no effect using this approach. TAA could be increased to 2,200ft with a tip height of 370.5 m.</li> </ul> <p>Roadmap</p> <ul style="list-style-type: none"> <li>BH – When would you see installation?</li> <li>NH – Construction starts earliest 2024</li> <li>BH- Operation and maintenance phase?</li> <li>NH – No set date, targeted date in the next 4 years</li> <li>JD – Construction to start in 2026 and to last between 2 and 3 years</li> <li>BH- So 2029. Would impact we be seeing now be through construction, timescales to look at to review periodically – how would our timetable integrate with yours? With regards to TAA, the purpose of the TAA for the record and any changes that are made, how will we process that change?</li> </ul>	<p><b>RWE To communicate with Shoreham airport concerning timelines of documenting the change in TAA and streamlining a parallel workflow for this.</b></p> <p><b>Shoreham Airport to engage with RWE through CAA and discuss the CAA level 0.</b></p> <p><b>RWE to discuss financial mitigations for Shoreham airport that will arise from creating supporting documentation and applications.</b></p>



Notes	Actions
<ul style="list-style-type: none"> <li>• S – TAA are for aircraft arriving from varying different directions – essentially a minimum decent altitude. This explains why you can increase this</li> <li>• BH – Joining at the altitude of 2,200?</li> <li>• S – Yes. If the construction takes place in a few years, it would be worth adding this into the 5-year review, including the turbines. The CAA are taking time with 5-year reviews, so it might not be published before construction completion. ACP level 0 may need to be completed</li> <li>• BH – The CAA has a lot of due processes. we will participate in this process. Can the level 0 be problematic in terms of timeline?</li> <li>• PF – The ACPS are put with the CAA. Once things get going the 5-year reviews have been made a priority by the CAA.</li> <li>• BH – if the TAA are being adjusted as part of the design process, will there be a safety assessment</li> <li>• S – yes IFP assessment for level 0. Additional work may be required but we may have to consult with the CAA on this.</li> <li>• BH – TAA forms part of the design. Therefore, will we have to change the supporting documents associated with the IA?</li> <li>• S – the IFP assessment should cover the vast majority.</li> <li>• BH – The airport is not averse to supporting this. We are looking to get some financial support to go through changes and consultation for this.</li> <li>• NH – Understood. It would be good to understand these costs and processes and we can follow the compensation and mitigation costs with legal input</li> <li>• BH – The CAA does not move quickly. Can we go through the key points – there is a regulatory process to follow to document and assess the change but this demonstration and operational impact. Can we have this all documented for our own change management with document control. Will be a commercial cost associated</li> <li>• NH – sounds good. The process, dealing with the DCO assessment, what we need to do is consult with you and your regulatory process and we can demonstrate we have taken on your comments and satisfy the ES chapter and we can make this a separate process for the CAA</li> <li>• BH – May be obliged to consult stakeholders here. Agrees it doesn't affect the flying procedure. Confident there will not be an effect and will not get objection from an operational viewpoint. If the procedure is not changing, there will not be an operational impact but will on those putting together the supporting documentation. Limited documentation exchange with limited period, it wont derail RWE timescales and we can work alongside your timescales for this.</li> <li>• NH – wonderful to hear, thank you. END</li> <li>• NH – If we can progress and start the parallel process, additional work to previously anticipated but easily set up to work alongside throughout examination. All sounds positive thank you.</li> <li>• BH – If you have a recommended timetable, we can co-ordinate with this. We can engage with you through the CAA to discuss the CAA 0. The ATC inspector will advise we follow the chain management process. Satisfied with the meeting and happy to cooperate moving forward</li> <li>• JD – We accept that any costs raised from this and will be discussed further.</li> </ul>	
<p>NH, JD, AD thanked all attendees. NH noted all minutes will be circulated.</p>	

<b>Rampion 2</b>		
<b>Evidence Plan Process: Ornithology, Marine Mammals &amp; HRA (offshore) Expert Topic Group Meeting</b>		
<b>Date:</b> 12/4/2022	<b>Location:</b> Videoconference via Microsoft Teams	
<b>Attendees</b>		
██████████ (JS)	Marine Management Organisation (MMO)	Case Officer
██████████ (LO)	Marine Management Organisation	Case Manager
██████████ (RR)	Marine Management Organisation	Senior Case Manager
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist
██████████ (EP)	Natural England (NE)	Case Officer
██████████ (CL)	Natural England	Senior Marine Mammal Specialist
██████████ one (MS)	Natural England	Marine Ornithology Specialist
██████████ (JT)	Royal Society for the Protection of Birds (RSPB)	Conservation Officer
██████████ (RC)	Sussex Ornithology Society	Conservation Officer
██████████ eeney (SS)	APEM Ltd	Ornithology Specialist
██████████ (RS)	SMRU Consulting	Marine Mammal Specialist
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (JB)	GoBe Consultants Ltd	Marine Mammal Specialist
██████████ ack (MJ)	GoBe Consultants Ltd	HRA Specialist (Offshore)
██████████ (AK)	Wood Plc	HRA Specialist (Onshore)
██████████ (AD)	RWE Renewables	Environmental Advisor
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (KJ)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (DB)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
<b>Apologies</b>		
██████████	Natural England	Case Manager
██████████	Natural England	Marine Senior Adviser
██████████	Sussex Wildlife Trust (SWT)	Living Seas Officer
██████████	The Wildlife Trust (TWT)	Senior Marine Planning Officer
██████████	The Wildlife Trust	Marine Planning Officer
██████████	APEM Ltd	Ornithology Specialist
██████████	GoBe Consultants Ltd	Ornithology Specialist
██████████	GoBe Consultants Ltd	HRA Specialist (Offshore)
██████████	Wood Plc	Overall EIA Project Manager
██████████	RWE Renewables	Project Manager
██████████	RWE Renewables	Consents Manager

<b>Agenda Item</b>	<b>Agenda Item</b>
<b>1</b>	Welcome and previous meeting action points
<b>2</b>	Updates on the Proposed Development and activities undertaken to date
<b>3</b>	Marine Mammals <ul style="list-style-type: none"> <li>• Discussion on remaining S42 Consultation</li> <li>• Agree ES Assessment approach</li> </ul>
<b>4</b>	Offshore Ornithology <ul style="list-style-type: none"> <li>• Discussion on remaining S42 Consultation</li> <li>• Agree ES Assessment approach</li> </ul>

Agenda Item	Agenda Item
5	<p>Offshore Habitat Regulations Assessment (HRA)</p> <ul style="list-style-type: none"> <li>• Discussion on remaining S42 responses, particularly in response to: <ul style="list-style-type: none"> <li>▪ French Authorities' response and data clarification.</li> <li>▪ No AEoI (FFC SPA, AOE SPA).</li> <li>▪ Non-material contribution and proportionality of compensation in relation to Rampion 2</li> </ul> </li> <li>• Agree HRA approach</li> </ul>
6	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>• Attendee list and general housekeeping. Participants made aware that the meeting was being recorded. No objections noted.</li> </ul>	
2	<ul style="list-style-type: none"> <li>• NH provided an update on the Project and noted the project is on the final round of ETGs before submitting the Application later this year.</li> <li>• NH noted offshore chapters are being drafted, with the DCO Application proposed for Q3/Q4 2022.</li> </ul>	
3	<ul style="list-style-type: none"> <li>• RS provided an update on the marine mammals chapter</li> <li>• S42 summary – RS noted concurrent piling worst-case scenario has been revised and ES chapter will include a new modelling station in the west. The underwater noise baseline has been updated for the ES chapter. The cumulative impact assessment has been updated and reviewed for collision risk and vessel impacts and screening interconnectors. The long list has been revised and we are in the process of completing this for marine mammals.</li> <li>• RS confirmed 24 months of digital survey data is now included in the ES. The SWT data has been summarised and included in the baseline technical report. This does not give us a density assessment. The latest data for the south-east England unit shows a decline in harbour seals count especially in the Wash SAC. We are unsure why this decline has occurred. The Sea Mammal Research Unit is investigating further – updated mammal units in baseline and in the impact assessment (based on inter-agency marine mammal working group 2021).</li> <li>• RS ran through the amendments in the impact assessment (see <i>Slide 7</i>).</li> </ul> <p><u>Comments/questions:</u>  <i>S42 Comments</i>  CL – No further comments.  RF (in the chatbox) – That all sounds fine from a Cefas perspective.  EP – Do you have a table of the more detailed comments to see how they have been addressed? This would be useful for all aspects.  NH – We have varying degrees of detail across aspects. We can compile it into one list and <b>distribute as a draft</b>, but it will be included in full detail in the ES.  EP – That would be helpful.  JS – Can the MMO have this too, please.  END  <i>Update for marine mammals</i>  CL – Can we be sent the literature available on the gaps in pulses.</p>	<p>To send draft table of S42 comments and responses to NE and MMO.</p> <p>NE to be sent publication on gaps in pulses (Kastelein papers, esom conference)</p>

Agenda Item	Notes	Actions
	RS – More information should be published soon, but <b>can provide the paper<sup>1</sup></b> published a few years ago.	
4	<ul style="list-style-type: none"> <li>• SS presented the offshore ornithology updates. The full 24 months of aerial digital survey data has now been analysed from April 2019 to March 2021. Findings are similar no specific changes. We have recalculations in the changes to the design of the Project in relation to displacement. In terms of collision risk, the wind turbine generators (WTGs) has reduced from a maximum of 116 to 90 WTGs. Migratory seabirds have been considered in the Spring and Autumn, this has been completed and circulated to stakeholders prior to this meeting. Bespoke non-seabird modelling to determine migratory pathways and flights from north to south or east to west, species dependent where undertaken using APEM bespoke Migropath model and for seabirds following an apportionment method, as requested in Section 42 responses.</li> <li>• SS presented a Section 42 summary.</li> <li>• SS presented the updated collision risk modelling (CRM), with Band Option 2 (BO2) the focus for all species (<i>Slide 4</i>)</li> <li>• SS presented the updated displacement (O&amp;M) for gannet, guillemot and razorbill, and noted the birds have increased for return migration, migration-free breeding and post-breeding migration. Minimal displacement impact across the seasons. SS noted the storm event was within the first year and not in the second. (<i>Slide 6</i>)</li> <li>• SS presented the migratory CRM.</li> <li>• SS provided the Flamborough and Filey Coast (FFC) SPA: Annual Cumulative Impacts. In line with Section 42 responses.</li> <li>• SS provided the HRA: Apportionment to FFC SPA. Use of Furness 2015 values. SS noted the low numbers for mortality. SS presented the FFC SPA: Annual in-combination impacts. Rampion 2 has low values. Non-material in terms of those contributions (under one bird per annum).</li> <li>• SS provided the HRA: Apportionment to Alde-Ore SPA. Modelling completed for transparency. SS presented the Alde-Ore SPA: Annual in-combination impacts. Non-material in terms of contribution (well under one birds per annum).</li> </ul> <p><u>Comments/questions:</u></p> <p>MS – We do see the assessment as one that can be kept as simple as possible. Agree with comments here, gannet and the displacement are something we would reiterate. Comments taken per slide to be sent over to minimise comments on ES</p> <p>SS – That would be welcomed.</p>	

<sup>1</sup> Links to the Kastelein papers on duty cycle and recovery of TTS between pulses:

- Kastelein, R.A., Hoek, L., Gransier, R., Rambags, M. & Claeys, N. (2014). Effect of level, duration, and inter-pulse interval of 1-2 kHz sonar signal exposures on harbor porpoise hearing. *The Journal of the Acoustical Society of America*, 136, 412-422. <https://asa.scitation.org/doi/10.1121/1.4883596>
- Kastelein, R.A., Gransier, R., Schop, J. & Hoek, L. (2015). Effect of exposure to intermittent and continuous 6–7 kHz sonar sweeps on harbor porpoise (*Phocoena phocoena*) hearing. *The Journal of the Acoustical Society of America*, 137(4), 1623-1633. <https://doi.org/10.1121/1.4916590>
- Kastelein, R.A., Helder-Hoek, L., Defillet, L.N., Huijser, L.A.E., Terhune, J.M. & Gransier, R. (2021). Temporary hearing threshold shift in California sea lions (*Zalophus californianus*) due to one-sixth-octave noise bands centered at 2 and 4 kHz: Effect of duty cycle and testing the equal-energy hypothesis. *Aquatic Mammals*, 47(4), 394- 418. <https://doi.org/10.1578/AM.47.4.2021.394>
- Kastelein, R.A., Helder-Hoek, L., Defillet, L.N., Kuiphof, F., Huijser, L.A.E. & Terhune, J.M. (2022). Temporary hearing threshold shift in California sea lions (*Zalophus californianus*) due to one-sixth-octave noise bands centered at 8 and 16 kHz: Effect of duty cycle and testing the equal-energy hypothesis. *Aquatic Mammals*, 48(1), 36-58: <https://doi.org/10.1578/AM.48.1.2022.36>

Agenda Item	Notes	Actions
	<p>RC – In terms of methodology, ariel digital surveys but also boat-based surveys and radar surveys in areas of high migration. You have not done the latter two?</p> <p>SS – There is no requirement for radar in UK legislation and boat-based has moved in the last 10-years to ariel digital surveys. The ariel digital surveys came in due to no influence on sensitive species and allows us to cover a large area. Moving vessels previous commonplace for offshore bird surveys were the cause of attraction for some species groups (e.g. gulls), whilst may be the cause of repulsion for others (e.g. divers and auks) meaning the resulting data sets may over-inflate or under-inflate counts of species from boat surveys. Previous boat survey data were reviewed and summarised within the baseline technical report.</p> <p>RC – On the data that we can see moving offshore from the shore. You might not pick up the birds transitioning along that area and terrestrial birds crossing the channel on migration. Common scoter, which we regularly record. They are moving across the Rampion 2 area, gannet are an identical species, not seen in the Solent so passing south of the Isle of Wight. We raised in our response and received no dialog.</p> <p>SS – Followed data from Rampion 1 (which was boat-based) and the migratory annex, seabirds, and non-seabirds. The migratory report includes the detailed and site-specific data where present and shared, including sea birds and non-seabirds.</p> <p>MS – Spent time with David Howey, the methodology and bring up to speed on guidance. I would agree with SS comments, APEM are following our guidance. Boat-based and radar has been superseded. DAS is what is being advocated, not obligatory to implement boat or ariel. NE are happy with the methodology applied.</p> <p>RC – OK, Common Scoter has not been mentioned at all. What will be the effect on them?</p> <p>MS – There are five annexes provided. Addressed within the Point-to-point micropath.</p> <p>RC – We need a conversation on this. There are significant SPA in the South Coast. There is no impact on the nearby SPAs. Terns, godwits etc. are designated species in those nearby SPAs. Discussion going on has only been on SPAs far away from the Rampion 2 Project.</p> <p>SS – Welcome the feedback. We have looked at all the responses and consulted with many organisations over concerns. We have screened through many sites within in our HRA Screening and draft RIAA last year. These data are in there as well as the response from NE. The SPAs in the south were reviewed for connectivity and if within foraging range. Some of these sites are outside of foraging ranges. Tern species forage within a certain distance and not far out to sea. The data we collected provides that evidence of the terns in the wider study area and array area. They are picked up in migration overall from all SPAs that might be at risk.</p> <p>RC – We are very unconvinced and would welcome a one-on-one discussion on these points. We cannot endorse the conclusions you are making.</p> <p>SS – Prepared to run through the information we have collected and the methodologies we have used for seabirds/non-seabirds and assessing impacts regardless of the site location they come from.</p> <p><i>Update CRM</i></p> <p>MS – Been through annexes. To confirm they look as we would expect. For kittiwake, at PEIR the impacts were higher. What was driving the reduced kittiwake number?</p> <p>SS – Less birds. We had a pulse one year, which over inflated it. No changes to parameters, may have been due to the reduction in the west of the site, reducing the density of birds overall for the project site.</p>	<p><b>A one-on-one discussion with Sussex Ornithological Society (SoS) to be organised concerning screening, HRA, SPAs and how the methodologies used were decided on.</b></p> <p><b>Migratory CRM To provide the impacts for Rampion 2, with the predictions of Rampion</b></p>

Agenda Item	Notes	Actions
	<p>END</p> <p><i>Updated displacement</i></p> <p>MS – been through the annex agree with the methodology. As long as you show the full range then that is great.</p> <p>SS – When you add up collision and displacement double up. SS proposed a revised lower rate of displacement would be used during the breeding season of 40-60% whilst keeping the higher rate in the non-breeding season of 60-80%. These updated ranges would be included in updated displacement assessments for gannet for breeding and non-breeding season and also applied to gannet monthly densities to reduce birds assessed for the impact of collision from WTGs through the CRM.</p> <p>MS – JNCC are reviewing the avoidance rate, the evidence and the advice will be to apply 70% or more avoidance. The JNCC will likely not be out until end of Summer. Put in a scenario in addition to this that takes into account increase in avoidance.</p> <p>RC – One of the blades should be coloured a darker colour. Is that being considered?</p> <p>SS – It has being trailed in a Norwegian onshore wind farm on a small island off the coast of mainland Norway, where one WTG blade was painted black after a previous period of operating with all turbines white. The black blade it is known to be more visible to birds when rotating. Further research on offshore environment is needed to know if this would be transferable to seabirds and effective to reduce potential collision risk, but it is a very good new piece of science that may produce positive results in the future. The level of impacts for Rampion 2 are predicted to be so low that the project is not looking at this mitigation measure or others at present as the risk is low from collision risk to seabirds.</p> <p>JT (in the chatbox): There's also onshore wind farms off of Tarifa in Spain applying the black tip too.</p> <p>MS – Keen to progress that as a mitigation solution. We have commissioned a review of seabird vision. Monitor collision before and after and progress that. Consideration of where it will go needs to be explored.</p> <p>RC – Will it be considered for Rampion 2</p> <p>MS – Not due to proximity to coastline</p> <p>NH – Not seen as a required mitigation when looking at our impact assessment. SLVIA is a concern for South Downs National Park. It may cause a negative impact on the SLVIA sensitivities, to be weighed up alongside of ornithological risk.</p> <p>RC – If it prevents seabirds' collisions it sounds like a good reason to be done. It should not be written off.</p> <p>SS – Should not be ignored in the future if it causes risk to the project. We will keep in touch with our partners and follow the research on this subject.</p> <p>EP – Echo NH, it is important to consider the seascape impacts. Can be positive for birds, but knock-on impacts to be considered.</p> <p>END</p> <p><i>Migratory CRM</i></p> <p>MS – NE raised the two approaches the use of APEM's model Migro-path or consideration of the MacArthur Green approach that follows on from previous work APEM undertook for early Round 3 OWFs based on an appointment and broad front migratory approach. You could present the impacts for Rampion 2, with the predictions of Rampion1 alongside and the two added together.</p> <p>SS – Confirmed that this has been done.</p>	<p><b>1 alongside for context.</b></p>

Agenda Item	Notes	Actions
	<p>RC – The design presented in the PEIR, southern side of Rampion 1, offset from Rampion 1, surely a risk to birds flying west and southern side of Rampion 1 and for birds flying east. How have you factored that in?</p> <p>SS – The shape of Rampion 1, is roughly rectangular, running east-west with a similar width across the array area. The scale of birds and flight distances that they move. Birds flying between north of Rampion 2 and the south coast of England would not be offset by the project, as it lies in a similar line to Rampion 1, whilst the barrier effect on migration has been determined to be minuscule for long-distance migrants.</p> <p>RC – the layout that you show, Rampion2 is not a straight extension of Rampion 1, it was slightly offset. If birds are following the northern side of Rampion 1, they will have to come along the northern shore of Rampion 1, they will have to move further north to avoid Rampion 2 – does that create a greater collision risk?</p> <p>SS – The distance to shoreline between the two projects is very similar. The extension out is a continuous line. No change in behaviour and not of significance. We have revised our CRM for the species to account for design changes between the PEIR and final ES / RIAA.</p> <p>RC – It is not a continuous line. Rampion 2 comes further inshore. Have you considered this?</p> <p>SS – It would not be a significant effect in a migratory effect. The difference between a step or a non-step is not significant.</p> <p>RC – how have you factored in the increased collision risk?</p> <p>NH – The indicative layout for Rampion 2 is not finalised and is set out as a worst case scenario. The extension from Rampion 1 should present a continuous line, if not, this may be a resolution issue. The red line boundary (RLB) is consistent with the northern edge of Rampion 1.</p> <p>RC – The CRM does not take into account the layout shown within the PEIR may yet be changing.</p> <p>TG – What NH is describing is there is no step in towards the coastline. The birds do come across the angle on the southern margin, this does not present to increase collision risk. It will not be reflected of that angle as it is not a material consideration of how the birds will behave.</p> <p>RC – How big of a kink is that in yards?</p> <p>TG – Could you clarify?</p> <p>RC – The figure in the PEIR document shows a distinct kink in Rampion 2 layout.</p> <p>TG – Not factored in the CRM. An encounter likelihood. Birds considered to avoid the project in its entirety.</p> <p>RC – And if they are foraging?</p> <p>SS – CRM for that. If it is a migrant. There is a different interaction. It has been incorporated in the assessment.</p> <p>RC - Would be good to go <b>through that in the one-to-one meeting.</b></p> <p>END</p> <p><i>HRA: Apportionment to FFC SPA</i></p> <p>MS – BDMPS figures for kittiwake, but the ones presented here are the ones that NE would advise.</p> <p>END</p> <p>MS – Noted slides on compensation?</p> <p>TG – Will be part of the HRA component of this meeting.</p>	



Agenda Item	Notes	Actions
	<p>SS – Will finish slides before handing to HRA.</p> <p>END</p> <p>MS – Population size, transboundary?</p> <p>NH – We do have separate HRA slides. We will focus on birds first.</p>	
5	<ul style="list-style-type: none"> <li>• MJ presented the HRA ornithology slides. EA1 and 2 DCO and the Norfolk Boreas and Vanguard had not been decided. No in-combination effect for FFC and Aldre-Ore SPA. The figures in the RIAA were a lot higher for in-combination due to the skew in data due to the storm. Now we have the full 24 months, we looking at lower numbers. We consider there is no effect as a result of combination impacts with the other offshore wind farms.</li> <li>• MJ presented the HRA benthic updates.</li> <li>• MJ presented the transboundary site re-assessments. We have made several requests to the French authorities, including for additional SPA colony counts. We are awaiting a response.</li> <li>• MJ explained that including additional transboundary colony data in the apportioning would likely further reduce the expected mortality rates apportioned to English SPAs, which we plan to demonstrate if the French authorities provide it in time.</li> <li>• MJ discouraged changing the apportioning methodology to include transboundary colonies as the current methodology is an agreed, well-defined protocol and attempting to amend it to include additional colonies would require further dialogues and consultation, thus lengthening the consent process.</li> </ul> <p><u>Comments/questions:</u></p> <p>MS – Whatever the impacts are, they are presented. The hope is this will be dealt with via strategic compensation. Look at from project level, Five Estuaries and North Falls, need to consider the impacts.</p> <p>MJ – Any additional mortality, is it considered an adverse impact?</p> <p>MS – Present as they are and see what the Secretary of State states.</p> <p>MJ – Present changes in baseline mortality. Would that help to demonstrate no adverse effect? Calculations at the SPA level. We have not presented yet, how useful would that be?</p> <p>MS – PVA modelling will articulate it. If you think it would help, to follow up on it.</p> <p>MJ – Need to get over adverse effects before considering compensation</p> <p>END</p> <p><i>Transboundary site re-assessments</i></p> <p>MS – In terms of approach, it is positive. I would discourage the apportionment of that. We will end up with more dialogue and consultation on that. Keep it specific to the French Authorities. We can see the impacts are low, to add in more complications in terms of methodology would be unnecessary.</p> <p>NH – For lesser black-backed gull (LBBG) at Aldre-Ore, given that decisions are made on those projects and compensation agreed. Is it still considered that Rampion 2 impacts are big enough for a derogation case?</p> <p>MS – Want to take to the Secretary of State and see what their ruling is, PVA will influence it. Something to pick up again, the results are presented in combination and encourage dialogue.</p>	



Agenda Item	Notes	Actions
	<p>SS – It is difficult. If the other projects are now compensating for those values. Rampion 2 has such a minimal amount, not even a bird, there needs to be a sense check. Is our contribution meaningful, no, and the compensation measure for LBBG and kittiwake, provided an approach for compensation? Therefore, the value fits within the range that is compensated over and above.</p> <p>MS – I would personally endorse that. Measures will be reviewed.</p> <p>SS – It would take hundreds of years before the impact from Rampion 2 for kittiwake and lesser black-backed gull reached a single bird from the SPAs of interest (FFC SPA and AOE SPA, respectively), therefore there is no immediate reason for this project to compensate for such minimal losses, that would fall within the values being compensated for by other projects.</p> <p>EP – <b>Take this point away and discuss it.</b> Take it to high level within our team and get back to you on that.</p>	<p><b>RWE to set up a separate discussion with Senior NE to discuss at a higher strategic project level.</b></p>
6	<p>NH asked if there were any remaining questions?</p> <p>MS – Population sizes and mortality rates we will follow up in terms of notes. Agree with all of the modelling but population sizes and seabed monitoring plan reference.</p> <p>RC – The kittiwake colony at Seaford Head, adding further extension to the west. There will be a significant increase in displacement if foraging from the Seaford Head colony. What is the impact of that?</p> <p>SS – Kittiwakes are not displaced from offshore wind farms, more of a collision risk.</p> <p>RC – Along the Sussex coast, you are saying there is a whole area, they will either fly around it. There must be an area where they have to take longer journeys.</p> <p>SS – If a species is subject to a barrier effect then they would have to increase their flight paths. There is no evidence for kittiwake to be subject to barrier or displacement effect. They will likely fly through to forage or get to their destination. No evidence of those birds avoiding Rampion 1.</p> <p>RC – Please, <b>can I receive a copy of that report?</b></p> <p>MS – APEM did a report looking at kittiwake and a PVA analysis, it is a good comment to look at.</p> <p>END</p> <p>NH most S42 comments have been closed out. We will try and distribute the offshore S42 responses. Which will cross-reference to the ES chapters. Receive written feedback, RWE <b>would like to explore a target senior meeting with NE in the next few months.</b></p> <p>EP – That would be helpful, NE are happy to have a more detailed call on the compensation part.</p> <p><i>No other matters raised. End of meeting.</i></p>	<p><b>APEM - kittiwake report to be forwarded to RC at SoS</b></p>

# Meeting Minutes



**Date:** [12/06/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**  
Rampion 2 Steering Group

Attendee	Organisation	Role
[REDACTED]	GoBe	Project Director
[REDACTED]	GoBe	Project Manager
[REDACTED]	GoBe	Assistant Project Manager
[REDACTED]	RWE	Offshore Consents Manager
[REDACTED]	RWE	
[REDACTED]	RWE	Rampion 2 Onshore Consents Manager
[REDACTED]	RWE	Senior Consent Manager
[REDACTED]	Wood	
[REDACTED]	MMO	Marine Licensing Case Manager
[REDACTED]	West Sussex Country Council (WSSC)	Rampion 2 Project Officer
[REDACTED]	Historic England	Head of Marine Planning
[REDACTED]	South downs	Principle Planning Officer
[REDACTED]	Horsham	
[REDACTED]	Natural England	Case Officer
[REDACTED]	Natural England	Senior Officer
[REDACTED]	Arun	
[REDACTED]	Independent	Chair

## Apologies:

None received

## Actions Summary

Number	Action
1	Request for draft documents to be made available asap, namely but not limited to the consultation report.
2	Request for notification two weeks prior to DCO submission
3	Alan to inform Amy of any discussion in the ETGs regarding to mitigation measures
4	Answer general enquiries about offshore design principles
5	Nick to distribute templates for Statements of Common Grounds
6	Stakeholders to send suggestions to Karen regarding hearing location.
7	Issuing draft heads of terms statement to stakeholders

## Agenda

Agenda Item Number	Description
1	Project Update
2	Review of consultations
3	Onshore Update

Continued...

4	Offshore Update
5	DCO timetable and Statements of Common Ground
6	AOB

	Topic of Discussion	Actions
1	<p>KA introduced as new senior consent project and delivers project update.</p> <ul style="list-style-type: none"> <li>End of July/August for DCO submission</li> <li>Preliminary meeting at the end of this year (November/December)</li> </ul> <p>AH: When will you confirm to us when the submission date will be?</p> <p>KA: 2 weeks' notice will be given prior to date of submission.</p> <p>AH: When will period of relevant rep be?</p> <p>NC: Around September.</p> <p>KA: If it is helpful, we can send information over to you when we make the submission. Relevant reps period won't likely be August.</p> <p>EP: As much information as we can have in advance will be helpful.</p> <p>VC: I agree with everything Amy has requested.</p> <p>CP: When you give your notification, will you do this by email?</p> <p>KA: Via email.</p>	
2	<p>NC: We have held various consultations</p> <ul style="list-style-type: none"> <li>Oct/November 2022</li> <li>Targeted consultation in Feb/March 2023- largely themed on archaeology.</li> <li>April/Mary 2023.</li> </ul> <p>NC: No major concerns were brought up.</p> <p>NC: Also doing targeted consultation with landowners. Many have not responded.</p> <p>AH: Had a significant number of representations made to the council- I know you have to have regard to these comments and we at the county council would like to see this document earlier rather than later. This will help us with AOC response. There has been 1000+ emails. Urge to see a draft consultation report if possible, we would welcome that as we will need to see a large amount of evidence to satisfy this.</p> <p>SC: One of the most extensive consultations I have seen.</p>	

	<p>MP: If we can have site of evidence plan early on that would be helpful</p>	
<p>3</p>	<p>NC: Onshore Update</p> <ul style="list-style-type: none"> <li>• Original PIER route is largely in tact however we have changed route near south downs, now route 2a and 1d(LACR 1a+d)</li> <li>• Engineers confident can use a single construction compound.</li> <li>• LACR1 has been selected as preferred route- decision driven largely by ecology</li> <li>• LACR1 avoids water source protection zone,</li> </ul> <p>VC: We will have clarification on how this has performed better compared to other routes? In terms of ecology it looked marginal.</p> <p>NC: They are fairly similar; it comes down to habitats. 1D avoids hedgerows. This will be written up in the alternatives chapter of the ES.</p> <p>AP: Onshore EIA</p> <ul style="list-style-type: none"> <li>• Onshore ETG's ran in March 2023.</li> <li>• More ETGs this week for onshore only, slides will be shared in advance.</li> <li>• Next ETGs will cover presentation of final route, Update on progress since last ETGS, Update on surveys and statements on common grounds.</li> </ul> <p>CP: Are these final ETGs for every technical aspect?</p> <p>AP: Yes, but for onshore only.</p> <p>CP: Has notification been sent to my colleagues onshore?</p> <p>AP: Yes.</p> <p>AP: Environmental Surveys</p> <ul style="list-style-type: none"> <li>• Largely complete (ongoing since end of last year)</li> <li>• Archaeological trial trenching</li> <li>• Archaeological geophysical surveys</li> <li>• Construction noise monitoring</li> <li>• Terrestrial ecology surveys</li> <li>• Arboriculturally survey</li> <li>• Viewpoint photography</li> </ul> <p>AH: Will each ETG go into control documents, mitigation docs etc? What level of detail will be provided? In particular in regard to the substation</p>	

Continued...

	<p>AP: I don't expect it will go into that level of detail, it will be provided update.</p> <p>AH: We are interested in those key documents, the controlled ones such as the landscaping.</p>	
4.	<p>MM: Offshore Update</p> <ul style="list-style-type: none"><li>• Reduced array area extensively on eastern side and on western side as well. Included separation gaps around Rampion 1 to try to reduce the visual impacts.</li><li>• MDS: Final turbine array is half of original size, number of turbines is 90 (26 fewer than Rampion 1)</li><li>• If larger turbines are selected then fewer will be used</li><li>• Maximum tip height 325m, to futureproof.</li><li>• 1200MW capacity.</li></ul> <p>CP: Is there any change to the foundation configuration?</p> <p>MM: Considering monopile, multileg foundation with pin pile or suction bucket.</p> <p>VC: Further detail in respect of design principle, can you provide an update?</p> <p>MB: Introduced as new Project manager for Rampion 2, updates since last meeting:</p> <ul style="list-style-type: none"><li>• Additional ambient underwater noise monitoring- commenced in March, will continue until June to cover Black Bream spawning.</li><li>• HRA: Derogation case being prepared and considering opportunities with other projects for compensation for Kittiwake.</li><li>• SLVIA: Key mitigation for SLVIA, with reduction of the order limited originally proposed.</li></ul> <p>MM: We are exploring other opportunities linked to layout of the windfarm if it is going to be developed to full capacity. Only then we will know if there will be further reductions on lateral spread of the windfarm.</p> <p>VC: Was this all done post consent for Rampion 1?</p> <p>TG: In our discussions to date, the design of the offshore project has looked at design principles. This had led to introduction of separation between Rampion 1 and 2. We have increased separation distance between key viewpoints. Trying to reduce lateral spread on the horizon to respect that horizon. When it comes to post content design refinement, there will be changes. Once the final number of turbines have been decided on, then there is a lot of design work to go on. It is not that we are not considering design principles prior to application, but any work after this will be considered as post consent.</p> <p>VC: Maria indicated that there would be more?</p> <p>TG: There will be more detail presented in the application.</p>	

	<p>VC: Need to wait and see what is going on, we are grateful for the changes certainly toward the East- we still consider this as a significant adverse impact. I am surprised that this is being pushed to post consent, further discussion during examination will be needed.</p> <p>SC: This is a worst concern; technology is moving on.</p> <p>VC: I do appreciate that; we need to understand what that worst case layout is. We need to see this at the earliest possible stage.</p> <p>AH: Reiterating Vicki's point that we were under the impression that something else was coming? So to confirm there wont be anything else?</p> <p>TG: Slight crossed wires, what we bring forward at application will be everything discussed.</p> <p>MM: We discussed previously that there might be the opportunity to have a look at the layout within the process. But this is something we cannot commit to; this will not be available at application. We are looking if it is possible to show this layout earlier.</p> <p>TG: In the application there will be all the information presented, in a worst-case scenario form. There will be lots of discussion through the exam.</p> <p>EP: We share Vicki and Amy's concerns.</p>	
<p><b>5</b></p>	<p>KA: DCO timetable and Statements of common grounds</p> <ul style="list-style-type: none"> <li>• Looking to make submission end of July/August</li> <li>• Statements of common ground (August 2023)- looking to use same programme as previously, sharing templates preapplication and then looking to the relevant reps to drive the first drafts of the statements of common grounds. Open to having discussions with stakeholders on how this will work,</li> </ul> <p>CP: Regarding preparation of a draft statement of common grounds- we are caution on the questions issued at examination. Preparation and agreement is highly likely to extend through examination.</p> <p>AH: Welcome clear steer of how you see this progressing. Structure/Template will be prepared and shared with us, when will this be?</p> <p>NC: We have trailed one with Vicki and Southdowns and she has provided us comments and we do have another batch ready to go.</p> <p>VC: Had a conversation with Vicki Harrison last week and there are a few points to discuss. Need to build ease of updating into the template, opportunities that if there are areas where more than one stakeholder share opinion/comments, will there be potential to indicate shared areas of agreement/disagreement. The template feels like a really good starting point with colour coding etc.</p>	
<p><b>6</b></p>	<p>AOB</p> <p>KA: Examination, our expectation is that it will be a hybrid examination in person and online. The applicant will attend all the hearing in persons, we will also be available on all days in person, we also encourage all others to appear in person. Hearing locations is something we are working on</p>	

Continued...

<p>at the moment, if you have suggestions for potential locations then we can discuss this with PINS. We have started to prepare a list.</p> <p>VC: Heads of terms, Amy to provide ahead of examination.</p> <p>KA: I cannot give an update on this right now, but this is being considered.</p> <p>KA: There is an information event at Cowfold, this is for local residents on the 21<sup>st</sup> June- everyone is welcomed. Keen to try to keep the focus to the substation.</p> <p>AH: I will be attending; in terms of the information, you're presenting. Is this all plans we have seen today, or will there be mitigation proposals etc? What level will this be presented to the community?</p> <p>KA: There will be no new information presented. It is an opportunity for people to come and talk to us.</p> <p>AH: What are you presenting? If you aren't presenting that level of detail we need to know when this is coming</p> <p>NC: I can understand why the public want to see more</p> <p>MP: From correspondence I have seen, explanation around traffic will help calm concerns and also around temporary construction compound to the west of the works area.</p> <p>SC: Actions:</p> <ul style="list-style-type: none"><li>• Request from Amy and Matthew to make available the consultation report asap. Project team. This is also a request to have a wider sense of draft documentation.</li><li>• Request for advanced notification for the DCO- two weeks in advance.</li><li>• Request to Alan to come back to Amy's question about the nature of the mitigation measures the ETG will be considering. Alan to look at this and provide any details</li><li>• General queries about offshore design principles</li><li>• Nick to look into his email box to reissue Statement of Common Ground template to be reissued.</li><li>• Stakeholders to share suggestions on locations.</li><li>• Issuing the draft heads of terms to stakeholders</li></ul> <p>SC: This may be the last meeting for our steering group, thanks to everyone for participating.</p>	
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Rampion 2 Underwater Noise Black Bream Survey Queries Meeting		
Date: 12/09/2022		Location: Videoconference via Microsoft Teams
Attendees		
██████████	Subacoustech	Underwater Noise Specialist
██████████	Natural England	Marine Senior Advisor
██████████	Natural England	Case Officer
██████████	Natural England	Principle Advisor
██████████	MMO	Case Manager
██████████	MMO	Case Officer
██████████	Sussex IFCA	Conservation and Research Manager
██████████	Cefas	Underwater Noise Impact Scientist
██████████	GoBe Consultants	Offshore EIA Project Manager
██████████	GoBe Consultants	Fish Ecology Specialist
██████████	GoBe Consultants	Fish Ecology Specialist
██████████	GoBe Consultants	Offshore EIA Assistant Project Manager
██████████	GoBe Consultants	Consultant
██████████	RWE	Senior Consents Manager
██████████	RWE	Offshore Consents Manager
██████████	RWE	Offshore Engineering Manager
██████████	RWE	Foundations Package Manager
Apologies		

Agenda Item	Agenda Item
1	Welcome and Process to Date (10:00-10:10)
2	Background Noise Survey Results (10:10-10:45)
3	Conclusions (10:45-11:00)
4	Discussion (11:00-11:45)
5	AOB actions and meeting close (11:45-12:00)

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>MEETING NOT RECORDED</li> <li>NH – Main challenges highlighted in feedback received from stakeholders, has been surrounding black bream (BB) Underwater noise threshold levels and mitigation evidence. Proposal for 147 decibels (dB) as a disturbance threshold was put forward as it was thought appropriate for BB - given literature available. However, understanding there was limitations to this and thus was rejected by stakeholders.</li> <li>Background noise surveys at Rampion 2 and targeting the Kingmere marine conservation zone (MCZ) have been carried out to establish an appropriate threshold. Unfortunately, we were not able to collect data in the desired two-month period due to weather conditions, but able to collect data during the month of July.</li> </ul>	



Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>TM – Subacoustech collected relevant baseline data of ambient noise in the Kingmere MCZ to help identify what is likely to lead to a disturbance. Key things to investigate to determine sensitivity of a species are:               <ol style="list-style-type: none"> <li>1. Is the sound above the species hearing threshold?</li> <li>2. Does the sound exceed the level of background noise?</li> </ol> </li> </ul> <p><i>Comments/questions</i></p>	
2	<p>Background Noise Survey Results</p> <ul style="list-style-type: none"> <li>TM – Collected data across 15-days of continuous noise measurements, at the closest point to the windfarm area with the potential for greatest sound level from future installation. 15-days is a suitable period to collect a good range of noise and capture full range of tides between springs and neap variations, which should be reasonably representative of other times of the year.</li> <li>TM – Two units of noise levels presented: SPL RMS, and SPLpeak. Typical minimum background noise was 103 dB SPLrms and during high tidal flow commonly exceeded 120 dB SPLrms. This correlates with previous data collection from rampion 1 of 117 dB. Red seabream have been used as a proxy for the audiogram of Black Bream. Ambient noise levels generated by the sea should be inaudible to bream. Typical boat noise only slightly above the bream behavioural audiogram. Louder boats were detected every day (at least once or twice). 'Loud' boats were around 25 dB above the audiogram hearing threshold but not expected to be 'loud' to a bream.</li> <li>TM – piling data from Burbo Bank Offshore windfarm (OWF) has been overlaid in relation to the seabream audiogram. Piling noise data at 8km indicates it is of the order of boat noise the BB are commonly exposed to.</li> <li>TM – At 141 dB sea bass reactive to that noise level but that reaction wasn't sustained. It is unlikely this level of noise would lead to long term impact of a significant nature. 141 dB is now considered an appropriate threshold as it is more precautionary than 147 dB and we are not expecting any significant effect at that level. Noted there are a number of potential options for mitigation in order to reduce levels to this, but nothing has been finalised. Intend to look closer to the time which designs are on the market and decide which is the most effective course of action.</li> </ul> <p>Comments Provided Post Meeting</p> <ul style="list-style-type: none"> <li><i>NE - Natural England do not agree that 141dB is an appropriate threshold. Also to date no evidence has been provided in relation to the achievability of the reductions proposed, specifically in relation to the conditions where Rampion 2 is planned to be constructed.</i></li> <li><i>NE -The concept of acclimatisation is problematic when applied to site specific breeding behaviours. What evidence is there that bream would stay in the area and potentially acclimatise? It seems possible that arriving bream may choose to avoid the area on encountering pressures from underwater noise, this could have an impact on the conservation objectives of the site.</i></li> </ul> <p><i>Comments/questions</i></p> <p><i>MJ – the loud boats frequently in the area, only slightly above the hearing range of bream, a paper on another species of bream suggested that exposing bream to vessel noise for ten days highlighted physiological stress responses. Might be interesting to compare what you have done here to that paper?</i></p>	

Agenda Item	Notes	Actions
	<p><i>TM – there are a lot of complications to this type of data, difficult to determine clear numbers. The scenario changes may lead to changes in species reaction, this may not be a noise they are used to or were expecting.</i></p> <p><i>MJ – If the piling is to be louder than the ‘loud boat’, this may not be something we’d want to encourage over a breeding season.</i></p> <p><i>TM – I expect when the experiments had been done, they would have been done in a controlled environment with a lower background noise, whereas we conducted the data collection in-situ and species are commonly exposed to higher noise levels, they are likely to be habituated and I would not expect there to be a significant impact.</i></p> <p><i>MJ – The main difference is what they are used to and what we are exposing them to.</i></p> <p><i>PN – Could we share this paper? If it is showing changes to hormonal reaction after 10 days, if in laboratory conditions, what’s missing is knowing what does this mean long term, can the animal acclimatise? More questions to be answered within the literature review. Looking at the implications for conservation objectives also.</i></p> <p><i>RF - Figure 4 is comparing 2 different metrics - loud boat piling, and audiogram. Issue of instantaneous peak? Also issue with comparison of vessel noise to piling noise - pulse characteristics have greater impact on behaviour as opposed to sustained vessel noise.</i></p> <p><i>TM – The comparison between SEL and SPLrms is fairly close, likely within 1-2 dB of each other. It is likely that a given impulsive sound level will be more disturbing than a continuous noise – this figure is to flag the relative magnitude of levels and disturbance is likely to reduce with time.</i></p> <p><i>RF – This needs a bit more thought. <b>CEFAS is comfortable with 141 dB threshold</b> but would have to speak to Natural England (NE), in regard to the mitigation required which needs further thought and discussion.</i></p> <p><i>TM – There is no defined point in which the dB would be disturbing. So, 25 – 35 dB is nowhere near what we would describe as ‘Loud’ for the BB but it’s difficult and there is no defined threshold.</i></p> <p><i>MJ – The audiogram, is that based on an adult fish? We have multiple life stages in the MCZ that will have different sensitivities and perceptions of noise.</i></p> <p><i>TM – I can check this; I would think this is modelled on adult fish. [Update: available paper does not specify fish age.]</i></p> <p><i>PN – Larval and fry have limited ability to direct their behaviour so we would be looking at physical damages, Larva and fry have much higher threshold for adults.</i></p>	

Agenda Item	Notes	Actions
	<p><i>MJ –Not just about disturbing them, it is about making sure they can grow and thrive - have the right level of fitness to go on.</i></p>	
3	<p>Conclusions – Literature review</p> <ul style="list-style-type: none"> <li>• AL – preliminary literature review was undertaken and summary presented, including responses of BB in life critical stages, and will be presented in full in the Environmental Statement (ES) and used to inform further discussions on the impacts on underwater noise on nesting BB.</li> <li>• AL - A lot of our studies are based in lab settings that we can incorporate into other conclusions of publications. The uncertainty surrounding behavioural responses, this is a well-known evidence gap. This review will be used to build upon evidence base to inform the Environmental Impact Assessment.</li> </ul> <p><i>Comments Provided Post Meeting</i></p> <ul style="list-style-type: none"> <li>• <i>NE – In relation to the above mentioned evidence gap – Where sufficient evidence is not available – the precautionary principle should be applied.</i></li> </ul>	
4	<p>Discussion</p> <p>Comments Provided Post Meeting</p> <ul style="list-style-type: none"> <li>• <i>NE - Whilst we don't agree with the 141db threshold, it is worth raising that we would have serious concerns around not committing to reduce noise levels to or below any threshold that was agreed.</i></li> </ul> <p><i>Comments/questions</i></p> <p><i>EP – More points to be raised from us shortly.</i></p> <p><i>NH – Appreciate detailed feedback, if possible, we hope this has been a constructive and open conversation however, we are hoping to draw this to a close in order to now finalise our application. We will distribute the minutes and look for feedback within 4-weeks. Priority is to agree ES assessment threshold.</i></p> <p><i>EP – Feedback might be delayed. In our last response we suggested more evidence for mitigation, we have some concerns how the mitigation would function in this environment. That hasn't been addressed and is still an outstanding point.</i></p> <p><i>NH – Another project from RWE is looking at similar parameters, and we have secured some initial data, which we can incorporate in the ES assessment, still not in a position to say which mitigation we will be using.</i></p> <p><i>EP – that will be useful to see.</i></p> <p><i>MJ – Significant concerns on the interpretation of responses of wild vs captive animals. This is quite a large step for us to take to consider both. Around mitigations, how would you propose, would there be a sound limit?</i></p>	

Agenda Item	Notes	Actions
	<p><i>NH – at the moment we can't propose if we use a threshold limit or whatever, once we get the 141 dB agreed we would aim for a certain level of reduction towards that from that generated, eg commit to reduction of 15db rather than reducing to absolute 141. This will be discussed as we move forward.</i></p> <p><i>MJ – Would there be a possibility of changing foundation type installation methods?</i></p> <p><i>NH - that is still our worst-case scenario.</i></p> <p><i>MJ - are you still considering non monopile installation that doesn't involve such loud installation.</i></p> <p><i>RG – Given the depths of water we are in, the project is more than likely looking at a monopile foundation</i></p>	
	<p><i>No other matters were raised. End of meeting.</i></p>	

<b>Rampion 2</b>		
<b>Evidence Plan Process: Seascape (SLVIA) and Marine Archaeology Expert Topic Group Meeting</b>		
<b>Date:</b> 16/06/2022		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (JS)	Marine Management Organisation (MMO)	Case Officer
██████████ (ES)	East Sussex County Council (ESCC)	Head of Planning & Environment
██████████ (CH)	WSCC	County Archaeologist
██████████ (CP)	Historic England	Head of Marine Planning
██████████ (DN)	National Trust	Planning Advisor
██████████ (HA)	Maritime Archaeology	Marine Archaeology Specialist
██████████ (NH)	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (DB)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (AD)	RWE Renewables	Offshore Consents Manager
<b>Apologies</b>		
██████████ (LO)	MMO	Case Manager
██████████	National Trust	Planning Adviser
██████████ (AH)	ALHCS	WSCC Rampion 2 Project Officer
██████████ (CH)	Maritime Archaeology	Marine Archaeology Specialist
██████████ (JC)	Historic England	Science Advisor (South East)

Agenda Item	Agenda Item
1	Welcome and previous meeting action points
2	Update on Proposed Development and activities undertaken to date
3	Marine Archaeology <ul style="list-style-type: none"> <li>• Discussion on remaining S42 comments</li> <li>• Agree ES Assessment approach</li> </ul>
4	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>• Attendee list and general housekeeping. Participants were made aware that the meeting was being recorded. No objections were noted.</li> </ul>	
2	<p><b>Maritime Archaeology Project Update</b></p> <ul style="list-style-type: none"> <li>• Introduction, general overview, and project updates</li> </ul> <p><b>S42 Comments</b></p> <ul style="list-style-type: none"> <li>• HA outstanding concerns towards S42 comments welcomed</li> </ul> <p><b>Historic England Comments</b></p> <ul style="list-style-type: none"> <li>• HA Outlined Comments on draft WSI and the responses given</li> <li>• HA included more referencing within the WSI to help make text more comprehensive and coherent. Overall, the project agrees with HE guidance. S 5.7 Comment included a summary of archaeology and cultural heritage baseline. In keeping with marine plan objective SVP 1. Now clarified that no further data analysis is planned. Outlined particular comments and responses from HE for information to rest of ETG.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• HA comments provided definitions of archaeological potential and archaeological significance. Comment regarding 7.4.6, archaeological exclusion zones have been based on extent of feature visible. Updated graphics provided. Included a figure within WSI for all exclusion zones and high potential anomalies. Figure 6.2.2 updated (includes reference codes).</li> <li>• HA – paragraph 9.4.6, more detail provided in text and clarification on usefulness.</li> </ul> <p><b>Historic England March ETG feedback</b></p> <ul style="list-style-type: none"> <li>• HA outlined the comments from HE concerning the March ETG minutes feedback and the responses given. Not all comments included in this table as not relevant to Marine Archaeology</li> <li>• NH queried if the group is happy to agree moving forward and if there was any outstanding concern from anyone</li> </ul> <p>Comments:</p> <ul style="list-style-type: none"> <li>• CP - Can you confirm which tables are in reference to which letters on these dates?</li> <li>• NH - WSI comments letter addressed in targeted meeting, following that there was an additional letter titled “meeting minute responses” which is what we are capturing now</li> <li>• JS - if Historic England is happy, the MMO is happy</li> <li>• DN – Nothing further</li> <li>• CP – you have just run through the extensive comments submitted in April, is this occasion to address these comments now? What have we covered today is how the comments will be used as and when addressed in the DCO submission? Is that correct</li> <li>• NH – Yes</li> <li>• CP – we can’t offer any further advice until we see what is submitted. Everything will be dependent on the analysis of that submission. One outstanding issue is with the historic seascape characterisation being finalised, why has it been included?</li> <li>• HA – This is as it was assessed as a receptor impact and so we included everything and acknowledged within the baseline for future assessment or reference should this change</li> <li>• CP – if the HSC is set out, this needs to be explained in the WSI, such as geospatial data and other data needed to complete this</li> </ul>	
4	<p><b>Roadmap 2021 – 2022</b></p> <p>NH – gave overview of 2022 and current Roadmap</p> <p>Comments:</p> <p>CP – Post PEIR, the scope and elements of project within scope, has this been agreed and signed off by RWE</p> <p>AD – We will provide a formal sign off letter and are happy with all things that have been suggested.</p> <p>CP – will there be a final collective steering group</p> <p>NH – Once onshore and offshore has concluded ETGs we will have a final steering group meeting</p>	
5	<p><i>No other matters were raised. End of meeting.</i></p>	



<b>Rampion 2 Post S42 Consultation Aggregates Meeting</b>		
<b>Date:</b> 16/09/2022		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████	Tarmac	Marine Resources Manager
██████████	Tarmac	Resources Project Manager
██████████	Cemex	Licence Manager
██████████	Cemex	Resource and Systems Manager
██████████	Hanson	Principle Resources Manager
██████████	Hanson	Marine Operations Manager / DPA
██████████	Anatec	Head of Renewables
██████████	GoBe Consultants	Offshore EIA Project Manager
██████████	GoBe Consultants	Offshore EIA Project Director
██████████	GoBe Consultants	Offshore EIA Assistant Project Manager
██████████	RWE	Commercial Manager
██████████	RWE	Offshore Consents Manager
<b>Apologies</b>		

Agenda Item	Agenda Item
<b>1</b>	Welcome and Process to Date (10:00-10:15)
<b>2</b>	Rampion 1 Previous Buffer Agreements and MoU (10:15-11:00)
<b>3</b>	Rampion 2 Buffer Discussion (11:00-11:15)
<b>4</b>	Target for Draft of SoCG Commitments Prior to Examination (11:15-11:30)
<b>5</b>	Future Potential License Area Intention Update (11:30-11:45)
<b>6</b>	AOB actions and meeting close (11:45-12:00)

### Minutes of Meeting

Agenda Item	Notes	Actions
<b>1</b>	<p>Welcome and process to date</p> <ul style="list-style-type: none"> <li>General Housekeeping. Recording taken.</li> <li>GoBe gave aggregates project updates. Offshore has a final red line boundary (RLB) on which to undertake the assessment. Final proposed Development Consent Order (DCO) limits and submission of application in early 2023. RLB reduced for SLVIA, shipping and navigation primarily.</li> <li>Anatec gave a summary of the RLB refinements for shipping and navigation to the project including notable reductions at the eastern and western extent.</li> </ul> <p><i>Comments/questions</i></p> <p><i>Hansen – What was Natural England’s concern surrounding black bream?</i></p> <p><i>GoBe – Natural England recommended a full seasonal restriction for all piling. This wasn’t commercially viable, targeted underwater noise surveys conducted to identify a threshold for assessment. Looking at mitigation to replace seasonal restriction.</i></p> <p><i>Hansen – What methods of noise mitigation are you considering?</i></p> <p><i>RWE – noise mitigation includes bubble curtains, sleeve or frame but will have to explore this closer to the time</i></p>	



Agenda Item	Notes	Actions
	<p><i>Hansen – bubble curtains can cause issues with shipping, navigation and traffic, worth considering.</i></p> <p><i>Tarmac – the cable corridor looks like you are going over shelly rocks – that area is found to be quite abundant in bream nesting, so you are aware.</i></p> <p><i>GoBe – thank you. There is a narrow channel down the left, we have carried out a cable routing exercise in this site, which we are hoping to microsite. We are looking to navigate the cable around the black bream nesting, except in the chalk are. We will explore minimal footprints as possible.</i></p> <p><i>Hansen – fixed point at climping still?</i></p> <p><i>GoBe – landfall the same, looking at using horizontal directional drilling out of the chalk and trench the rest of the way.</i></p> <p><i>Tarmac – how close to the owers light buoy? Will there be a chance to see the proposed array, and will we receive a copy of the proposed array to share and consider?</i></p> <p><i>Anatec – 2.1 at its closest to the owers light buoy. In terms of layout, we can absolutely provide those figures</i></p> <p><i>Tarmac – the gap of 2.1 should be fine as a minimum, its just to inform the Masters of the vessels.</i></p>	
2	<p>Rampion 1 Previous Buffer Agreements and MoU</p> <p><i>Comments/questions</i></p> <p><i>Tarmac – you purchased the data from us so you would be able to use for the purpose of the development, we disclose the data acquisition cost which entitles you to use it, I don't think there is an issue for you to use this data.</i></p> <p><i>GoBe – that data has been key in us building a data set for the project and black bream. We want to make sure what we say we are using; we are using.</i></p> <p><i>Tarmac – okay, good.</i></p> <p><i>RWE – we need to update the MoU.</i></p> <p><i>GoBe – Key action from this meeting is to action this before the end of the year.</i></p>	RWE to update MoU
3	<p>Rampion 2 buffer</p> <ul style="list-style-type: none"> <li>• <i>GoBe gave an overview of how S42 comments have been addressed. Wants to explore the reasoning of using 1 nautical mile buffer. We will now require every inch of space possible if this would be required just up and down stream and not across. Could we apply this more strategically.</i></li> <li>• <i>GoBe shared the indicative maximum design scenarios (MDS) array layout</i></li> </ul> <p><i>Comments/questions</i></p> <p><i>Hansen – In relation to the minimum distance to aggregate area 435; when we saw the layout at the hazard workshop, we noticed a distance of 0.5 – 0.7 nm, can you update the actual figure for the buffer is now?</i></p> <p><i>GoBe – this can be clarified for you, however, Anatec may be able to advise further here</i></p> <p><i>Anatec – this falls back to the key fact that this is an indicative layout, really what we looking at is the RLB, in theory the closest any wind turbine tip could be to any area is the RLB .</i></p> <p><i>Cemex – we are talking about snagging the cable, is that correct?</i></p>	

Agenda Item	Notes	Actions
	<p><i>GoBe – Yes</i></p> <p><i>Cemex – in that case, it depends how protected is the cable? Is there more information out there on if anchors dropping on cables is this an issue? Have there been any cases where an anchor has gone over a cable and been an issue?</i></p> <p><i>Anatec – in terms of windfarm assets, there hasn't been any reported incidents with cables. The project will be required to do a cable burial risk assessment (CBRA). We can see if we can give you some more information on what the CBRA will include and/ or require.</i></p> <p><i>Hansen – The anchor will dig in and therefore it could dig into the various protections the project uses, I would suggest putting in additional protection around the cable in areas of heavy traffic</i></p> <p><i>Anatec – have you got any data in return to how often you have dropped your anchor? Is that something that occurs a lot?</i></p> <p><i>Hansen – No. There are so many variables to when and how this might occur.</i></p> <p><i>Anatec –Noted it was important to consider frequency alongside risk.</i></p> <p><i>GoBe – with the cable burial assessment, we are progressing this sooner to demonstrate that the cable will remain buried even in softer sediment. Aim is to get these surveys complete by the end of the year, not yet sure if this will be incorporated in the environmental statement (ES). The information as to whether it will be a snag hazard will be shared with you. We can work with anatec on incidents that have happened.</i></p> <p><i>Tarmac – perhaps we could arrange another call.</i></p> <p><i>Hansen – the current rampion landing, is it armoured in the majority, what's the construction there?</i></p> <p><i>RWE – I think there is some cable protection</i></p> <p><i>GoBe – we have approximately calculated how much will be buried and how much may require protection. This information will be available as an appendix in the fish and shellfish ES chapter.</i></p> <p><i>Hansen – Key points addressed. We can revisit cable dragging.</i></p> <p><i>Tarmac – Main thing for us is the location of turbines in proximity to dredging. It will be useful to follow this up at some point.</i></p> <p><i>GoBe – Indicative and worst-case scenario MDS Array Layout shared.</i></p> <p><i>Anatec – To confirm the final layout will be post consent and agreed with MCA/Trinity House</i></p>	
4	<p>Future survey and license prospects</p> <p><i>Comments/questions</i></p> <p><i>RWE – is there anything we need to be aware of for data sharing?</i></p> <p><i>Tarmac – not from us, our dredgers are in the same active zones and are continuing with the same monitoring programme. Expecting to go through a license renewal process soon and expecting to be in the extracting process until past 2030. Our licence renewal process starts soon, and these sites will be included here, and this won't change the licence boundaries.</i></p>	
5	<p>Update, Roadmap</p> <ul style="list-style-type: none"> <li>• Roadmap</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>GoBe gave an overview of the roadmap between the present time and early 2023</li> </ul> <p><i>Comments/questions</i></p> <p><i>Tarmac – offshore cable route; has that been decided on? Once we get the worst-case array, how long do you have to hear back from us?</i></p> <p><i>GoBe – that worst case scenario won't change. Having comments before or after application won't change the outcome, however if we could have them as soon as possible that would still be helpful</i></p> <p><i>Tarmac – In effect, the whole array is subject to adjustments in many aspects through the DCO</i></p> <p><i>GoBe – Correct, we will be having ongoing feedback throughout and past examination before we find the final array</i></p> <p><i>Tarmac – once we get the slides of the array, we will get back to you in the coming weeks.</i></p> <p><i>Hansen – In terms of objections and issues for applications, is visually or black bream been the number one issue?</i></p> <p><i>GoBe – From statutory point of view has been visual and black bream. Shipping and navigation have been a large concern, but we feel we have addressed this. From a public point of view, we have had mixed reviews from the public on visuals.</i></p> <p><i>Hansen – Why is the project not using the existing routing for the cable to the shore if you already have a cable for Rampion 1?</i></p> <p><i>Cemex – Existing cables were sized for the rampion 1 project and would not be sufficient for the rampion 2 project. Putting cables in alongside an existing corridor is difficult due to pinpoints.</i></p> <p><i>Hansen – We just want to look at traffic and ship squeeze, and the possibility of dragging anchor. You have gone a long way to demonstrate you are seriously considering these issues.</i></p> <p><i>Anatec – Hopefully everything we have talked about should be fully explained in the navigation risk assessment, we are happy to revisit data and answer questions anyone may have.</i></p>	
6	No other matters were raised. End of meeting.	

<b>Rampion 2</b>		
<b>Evidence Plan Process: Seascape (SLVIA) and Marine Archaeology Expert Topic Group Meeting</b>		
<b>Date:</b> 17/6/2022		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (EP)	Natural England (NE)	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (AB)	Natural England	SLVIA Specialist
██████████	East Sussex County Council (ESCC)	County Landscape Architect
██████████ (AH)	West Sussex County Council (WSSC)	Rampion 2 Project Officer for West Sussex
██████████ (CH)	West Sussex County Council	County Archaeologist
██████████ (VC)	South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (CF)	South Downs National Park Authority	Landscape & Biodiversity Strategy Lead
██████████ (VCr)	South Downs National Park Authority	Infrastructure & Environmental Strategy Lead
██████████ (AS)	National Trust	Planning Advisor
██████████ (PB)	Adur and Worthing District Council	Director of Digital, Sustainability & Resources
██████████ (MW)	Arun District Council	Principle Conservation Officer
██████████ (NC)	Arun District Council	Head of Planning
██████████ (JM)	Brighton and Hove City Council	Planning Applications Manager
██████████ (TW)	Chichester District Council	Divisional Manager - Development Management
██████████ (RA)	Chichester Harbour (AONB)	AONB Manager
██████████ (SC)	Hampshire County Council	Strategic Manager – Environment
██████████ (MP)	Horsham District Council	Senior Planning Officer
██████████ (RGr)	Isle of Wight AONB Partnership	Lead Officer
██████████ (RCh)	Isle of Wight Council	Principle Planning Officer
██████████ (PS)	Lewes District & Eastbourne Borough Council	Head of Regeneration
██████████ (SMar)	OpEn	SLVIA Specialist
██████████	Wealden	
██████████	West Sussex County Council	
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████ (DB)	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████ (AP)	Wood Plc	Overall EIA Project Manager
██████████ (AD)	RWE Renewables	Offshore Consents Manager
██████████ (RGu)	RWE Renewables	Senior Consents Manager
<b>Apologies</b>		

Agenda Item	Agenda Item
<b>1</b>	Welcome and previous meeting action points
<b>2</b>	Update on Proposed Development and activities undertaken to date
<b>3</b>	Seascape, Landscape, Visual Impact Assessment (SLVIA) <ul style="list-style-type: none"> <li>• Discussion on remaining S42 responses</li> <li>• Agree ES Assessment approach.</li> </ul>
<b>4</b>	AOB and meeting wrap up

## Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>Attendee list and general housekeeping. Participants were made aware that the meeting was being recorded for the purposes of preparing the minutes only. No objections were noted.</li> </ul>	
2	<p><b>Outline</b></p> <ul style="list-style-type: none"> <li>RWE (RGU) provided a brief summary of the two fundamental SLVIA principles presented at the last meeting and noted that the changes to be presented from PEIR in this meeting will remove approximately 25% of previous project area overall and approximately 50% of south-eastern development area. RWE does not propose to make any further changes to the boundary before making its application, since it feels that they are an adequate response to policy and the consultation/engagement responses that the project has received, when balanced with the need for renewable energy. The current programme still looks favourable for an application towards the end of the year, with time to consider feedback after this meeting. Update on submission month will be provided in the coming weeks.</li> <li>RWE (RG) also noted that the intention of providing a firm and clear update on the final proposed boundary so early was to allow all parties to move onto earlier discussion of common ground, effects etc. RWE consider it to be of benefit to all parties to have early clarity and not to carry an ongoing negotiation on further project area reduction into the pre-exam or examination phase of the DCO process.</li> <li>OpEn gave an overview of project design principles and the SLVIA matters to be addressed. OpEn believe they have provided the best design principles and responses we are able to within requirements and policy (including responding to key consultee feedback where possible).</li> </ul> <p><b>Key design principles</b></p> <ul style="list-style-type: none"> <li>OpEn outlined that, through the visual modelling and exploration of the two initial Design Principles (Field of View (FoV) and separation) presented at the last meeting, that 4 Design Principles had now been derived: FoV, proximity, separation (foreground) and separation (gap). FoV is to minimise horizontal extent. (Reducing) proximity is to increase distance from the most sensitive coastlines and reduce apparent scale. Separation (gap) is to achieve a visual gap between Rampion 1 and the proposed Rampion 2. Separation (foreground) is to avoid juxtaposition of larger Rampion 2 turbines in front of Rampion 1 turbines to balance arrays.</li> <li>The FoV is reduced from eastern and western sides of the heritage coast. Separation (gap) running on the west side of Rampion 1 provides a visual benefit from north/northwest. Rampion 2 consider that the proposed development area minimises visual impact overall through the combination of Design Principles.</li> </ul> <p><b>Proposed project design</b></p> <ul style="list-style-type: none"> <li>OpEN worked through various example wirelines from differing directions to show the effect of the application of the 4 Design Principles.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• The viewpoint from Beachy head: removed turbine rows in south-eastern and eastern edges to reduce horizontal FoV from this site. Reduction in FoV of around 5 degrees.</li> <li>• Cuckmere Haven sees a 12 degrees reduction in FoV. Cissbury Ring looking to the southeast FoV reduction of around 18 degrees.</li> <li>• Proximity Design Principle reduces the height and sense of remoteness in the views. Distance is 17.1km from Seaford head. From beachy head 25km.</li> <li>• Separation (gap) – achieves a gap in the coastline from the northeast.</li> <li>• Separation (foreground) – Hollingbury hill, Rampion 2 wind turbine generators would be viewed behind Rampion 1.</li> <li>• RWE (RG) clarified that the earlier quoted percentage reductions included removing areas from the western and eastern ends (from PEIR).</li> </ul> <p><b>Discussion</b></p> <p><u>Further comments from NE post meeting</u></p> <ul style="list-style-type: none"> <li>• <i>NE - We note that significant adverse effects on the SDNP will remain irrespective of the design put forward. NE is seeking for the Applicant to put forward the least impactful design possible, but it should be understood that we are likely to consider the impacts of any design significant owing to the location of the project.</i></li> <li>• <i>NE - In relation to turbines being behind Rampion 1, it is important that the effect of perspective is utilised to balance the apparent height difference of the turbines as much as possible.</i></li> </ul> <p><u>Having presented the finalised Design Principles, the agenda moved on to comments/questions from attendees:</u></p> <ul style="list-style-type: none"> <li>• SDNPA (VC) sought confirmation that the proposed design is now a combination of all four principles, i.e., consultees were not being asked to choose between. RWE/OpEn confirmed that all 4 Design Principles in the presentation would be applied as shown.</li> <li>• NE noted that the proposals were moving in the right direction and were getting close to the ideal design but would have to await the final ES before commenting further. Important to note that even the least impactful design, is still likely to have significant effects on the SDNP</li> <li>• NE queried whether the width of the separation gaps were governed by navigation reasons and requested width confirmation. GoBe (NH) confirmed that the north-south gap is 1.4 nautical miles (nm) and the other east-west gap is 1nm. RWE (RG) noted the north-south gap is partly driven by navigational considerations and could also be utilised as helicopter and navigational routes. The east-west separation gap is driven solely by visual mitigation, but the gap width was made 1nm, so that it could also become another helicopter route refuge area.</li> <li>• NE further queried the turbine spacing. RWE(RG) noted that what is shown is the Worst-Case Scenario from a Rochdale envelope perspective. Therefore, the spacing presented may not be an accurate representation of the final layout / spacing but is representative of a worst case for assessment.</li> </ul>	<p><b>RWE to send specific visualisations</b></p>

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• NE queried what would be the megawatt output figure. RWE (RG) noted that a final output total would be determined by turbine models at a much later date.</li> <li>• OpEn noted that follow-up visuals would be provided to help inform engagement responses. BHCC noted that it would have been useful to see visualisations specifically from Brighton. OpEn agreed to send ASAP.</li>   <li>• WSCC(AH) noted that the reasoning for less reduction on the western side (versus focussing on the east side) was understood but would appreciate some figures of visual points from western points. OpEn confirmed these would be provided as a follow-up and that the project also recognises that there has been a reduction in the western extent from the PEIR, but less than the east.</li>   <li>• SDNPA (VC) welcomed the reduction and removal of turbines to the east which has a good impact. Reiterated it would be helpful to have the package of the wirelines for the eastern side.</li>   <li>• WSCC (CH) queried whether the reduction of the FoV will occur in the western extent. OpEn confirmed that there had been a previous reduction when compared to the PEIR assessment boundary. Not as significant as the east.</li>   <li>• National Trust welcomed the work done and asked for a copy of the presentation and wirelines from the heritage coast views.</li>   <li>• RWE (RG) asked that the slides be treated confidentially for now in terms of other parties in advance of any public announcement about the revised project boundary by Rampion 2.</li> </ul>	<p><b>of project design viewpoint 8 to Brighton and Hove.</b></p> <p><b>All viewpoints from areas and presentation to be circulated</b></p> <p><b>Written feedback to be provided by parties.</b></p>
3	<p>GoBe (NH) noted that this ETG was scheduled to be the final meeting before a final Steering Group meeting ahead of the DCO application. GoBe therefore asked for full written feedback including, particularly, agreement on WCS layout to be taken forward for ES assessment.</p>	
4	<p><i>No other matters were raised. End of meeting.</i></p>	

## Meeting Minutes



**Date:** [17/11/2022 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting - Noise & Vibration and Air Quality

**Attendees:**

██████████ (NB) (Mid-Sussex District Council (MSDC))	Senior Environmental Health Officer
██████████ (NC) (Rampion Extension Development Limited (RED))	Onshore Consents Manager
██████████ (ME) (WSP)	Associate Director - Noise and Vibration Lead
██████████ (IG) (WSP)	Associate Director - Air Quality Lead
██████████ (JL) (Arun District Council (ADC))	Senior Environmental Health Officer
██████████ (RL) (West Sussex County Council (WSCC))	Health Protection and Quality Lead
██████████ (JM) (WSP)	Environmental Impact Assessment (EIA) Project Manager
██████████ (JN) (WSCC)	Principal Planner
██████████ (CR) (ADC)	Environmental Health Officer
██████████ (CS) (WSP)	Assistant EIA Project Manager
██████████ (JZ) (WSP)	Onshore EIA Project Manager

**Apologies:**

None received.

**Actions Summary:**

Number	Action
1	ME to arrange further discussions with SDNPA regarding tranquillity.
2	ME to provide an email response to WSCC detailing how receptors were determined.
3	ME to provide written confirmation to CR (SDNPA) regarding hours for quiet works.



Continued...

	<b>Topic of Discussion</b>	<b>Actions</b>
1	<p><i>Welcome – Slide 2</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees.</p> <p><i>Project update – Slide 4</i></p> <p>NC provided a project update. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. NC provided a summary of the onshore cable routes including alternatives, modifications, and Longer Alternative Cable Routes (LACRs). It was noted that the Oakendene substation had now been selected by RED. NC outlined that the onshore substation option decision and a reduction in the number of offshore wind turbines offshore were not subject to the ongoing consultation.</p>	
2	<p><i>Project update – Slide 4</i></p> <p>NC provided a project update. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. NC provided a summary of the onshore cable routes including alternatives, modifications, and Longer Alternative Cable Routes (LACRs). It was noted that the Oakendene substation had now been selected by RED. NC outlined that the onshore substation option decision and a reduction in the number of offshore wind turbines offshore were not subject to the ongoing consultation.</p>	
3	<p><b>Noise and vibration</b></p> <p><i>Progress update since November 2016 – Slide 6</i></p> <p>ME provided an overview of progress for the noise and vibration aspect since November 2021. ME noted that there had been input into the Preliminary Environmental Information Report (PEIR) – Supplementary Information Report (SIR), including a review of the onshore cable route options and computer noise modelling at Oakendene and Wineham Lane substation sites. ME added that an operational wind farm noise assessment had been carried out following the publication of the PEIR (2021), which showed a detailed assessment was not required as the regulatory ETSU-R-97 threshold levels were not met.</p> <p>ME noted that consultation regarding onshore substation noise monitoring had been undertaken with Horsham District Council (HDC), Mid-Sussex District Council (MSDC) and West Sussex County Council (WSCC). ME noted that onshore substation noise monitoring is to be mobilised in early 2023.</p>	
4	<p><i>Survey update and next steps – Slide 7</i></p> <p>ME confirmed that the locations and receptors for noise monitoring would be agreed with Local Planning Authorities (LPAs) in advance of monitoring. Significance criteria would be agreed with the LPA Environmental Health Officer.</p>	
5	<p><i>Section 42 Consultation discussion – Slides 8 - 15</i></p> <p>ME addressed Section 42 comments from Arun District Council (ADC):</p> <p><i>Construction working hours:</i> ME clarified that this will be addressed in the outline Code of Construction Practice (CoCP), that shoulder hours are provided for less noisy activities to be carried out and that the outline CoCP would detail the requirement for 72 hours' notice for noisy works outside of the standard working hours.</p>	

<p>ME added that any work occurring outside of the confirmed core working hours is to be detailed in the outline CoCP and noted a communication process for this will be included.</p> <p><i>Generator Noise:</i> ME outlined that generator noise had been identified by ADC as problematic, clarifying that this would be addressed in the outline CoCP using appropriate equipment.</p> <p>JN asked if a generator would be operational for 24 hours or whether this would be within the standard working hours. ME clarified that the 24-hour operation of generators would be permissible only in areas where 24-hour works are necessary.</p> <p><i>Installation of offshore piling:</i> ADC noted that complaints had been received during the construction of Rampion 1. ME clarified that the impact of offshore piling installation will be assessed in line with the construction works assessment. ME outlined that this would be discussed further with ADC.</p> <p>ME addressed Section 42 comments from Chichester District Council:</p> <p><i>Provision of survey data:</i> ME clarified that survey findings in relation to any assessments of noise and vibration will be provided within the Environmental Statement (ES) supporting the Development Consent Order (DCO) Application.</p> <p>ME addressed Section 42 comments from National Highways (NH):</p> <p><i>Updated traffic modelling:</i> NH requested updated traffic modelling, considering revised baseline surveys to inform noise assessment in order to understand effects upon receptors as a result of traffic on Strategic Road Network (SRN). This should include an update to the noise assessment based on 2021 baseline traffic data.</p> <p>ME clarified that the ES assessment will be updated accordingly.</p> <p>ME addressed Section 42 comments from Horsham District Council (HDC):</p> <p><i>Noise monitoring:</i> HDC requested that noise monitoring locations for sensitive receptors be identified and embedded mitigation developed.</p> <p>ME clarified that consultation has taken place for the onshore substation monitoring and further consultation will be undertaken for construction noise monitoring. Embedded environmental measures are presented below (Slide 16).</p> <p>ME addressed Section 42 comments from Mid Sussex District Council (MSDC):</p> <p><i>MSDC Planning Noise Advice Document:</i> ME clarified that the MSDC Planning Noise Advice Document has been reviewed and key points have been incorporated into the assessment process. ME outlined that raw and processed data is required by MSDC for independent analysis. This data will be reviewed and incorporated accordingly into the assessment and presented in the ES Chapter.</p> <p><i>Baseline noise data collection should take place post COVID-19 pandemic:</i> ME clarified that it is anticipated that traffic flows will return to normal post COVID-19 pandemic. It is not expected that the Bolney / Rampion 1 substations would make a significant contribution to noise levels at the receptors around the Oakendene site, however, if there is evidence of audibility during the night, further investigation will be undertaken to determine the level of onshore substation noise. While it is likely that the existing onshore substation noise would be included as part of the existing baseline, the identification of such noise could change the context of the assessment results, which will be updated accordingly and presented in the ES.</p> <p><i>Agreement of a low frequency noise methodology for the operational substation:</i> ME clarified that an approach has been agreed with MSDC.</p> <p><i>Mitigation of 55 decibel (dB) external night-time noise from construction:</i> ME clarified that the Significant Observed Adverse Effect Level (SOAEL) established for night-time is well established in major infrastructure projects. The World Health Organisation (WHO) guidance is for long term noise</p>	
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<p>environments rather than temporary activities such as construction noise. This suggests that the 40 dB inside would be acceptable. Night-time works will be very location specific as the works move along the onshore cable route and so it is not anticipated that there would be a combination effect of a set of night-time works following a different set of works in close succession.</p> <p><i>Reassurance that construction noise will be adequately managed/mitigated:</i> ME clarified that embedded environmental measures would be further reviewed as part of the ongoing design process to provide assurance that noise disturbance will be minimised and that proper procedures are in place to counter the effects of schedule creep. The outline Code of Construction Practice (COCP) and outline Construction Traffic management Plan (CTMP) will provide a framework of working hours, access routes and restricted routes which will be submitted as part of the DCO Application.</p> <p><i>Discrepancy between construction working hours proposed for the Proposed Development and construction working hours recommended by MSDC:</i> ME clarified that construction working hours for the Proposed Development will be reviewed and final details presented in the ES.</p> <p>ME addressed Section 42 comments from South Downs National Park Authority (SDNPA):</p> <p><i>SDNPA invited cooperation in regard to the way in which tranquillity data is referenced:</i> ME outlined this and stated that further advice would be sought from SDNPA where appropriate.</p> <p>ME requested further discussions with SDNPA in regard to tranquillity.</p> <p>ME addressed S42 comments from WSCC:</p> <p><i>Clarity on substation noise levels and combined effects of these with Rampion 1 substation:</i> ME clarified that the Oakdene substation site is some distance from the existing substation. However, any contribution from the existing substations would be considered part of the baseline and considered contextually as per British Standard (BS) 4142.</p> <p><i>Assurance that lessons learnt from noise monitoring on Rampion 1 would be incorporated into assessment for the Proposed Development:</i> ME clarified that construction noise monitoring undertaken for Rampion 1 is under review. This may be useable for verification purposes in noise prediction and assessment.</p> <p><i>Clarity regarding a commitment for advance notification works:</i> ME clarified that this commitment will be further discussed with WSCC and considered within the ES Chapter in regard to potential out of hours works. Further clarification was needed in regard to the 'proportion of continuous works'.</p> <p><i>Clarity on the way in which potential programme overrun was incorporated into assessment:</i> ME clarified that overrun can be considered in terms of temporal criteria within the BS 5228 assessment. This has the potential to affect the assessment of significance within the ES Chapter and would be considered.</p> <p><i>Consideration of the orientation of the substation regarding Public Rights of Way (PRoWs) and sensitive receptors:</i> ME clarified that PRoWs are considered receptors in the assessment of noise from the onshore substation in the ES Chapter. However, priority will be given to residences when determining buffer zones and layout.</p> <p><i>Confirmation of the way in which enabling works at Bolney substation have been considered within the assessment:</i> ME clarified that further discussion would be undertaken with National Grid and WSCC in relation to construction/operation of the enabling works at the existing Bolney National Grid Substation. Further details on how this has been considered will be provided in the ES.</p> <p><i>WSCC noted that assessment should reflect locations where there are expected to be prolonged construction impacts:</i> The temporal character of construction works has been noted within the PEIR and ES assessment and considered when assessing significance.</p>	<p><b>1 - ME to arrange further discussions with SDNPA in regard to tranquillity.</b></p>
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<p><i>Further engagement in regard to locations for baseline monitoring in relation to the cable route:</i> ME clarified that baseline monitoring will be undertaken at trenchless crossing sites (where relevant in relation to assessment results and likely baseline) and temporary construction compound locations. Additional monitoring will be undertaken to provide a traffic noise baseline at receptors adjacent to quiet roads. All monitoring will be incorporated into the ES Chapter. Baseline noise monitoring locations will be agreed with WSCC.</p> <p><i>Reference should be made to Oakendene Industrial Estate when considering noise sources at substations:</i> ME outlined that reference to Oakendene Industrial Estate will be made in the baseline and assessment of the onshore substation in the ES Chapter.</p> <p><i>Clarity in regard to the way in which onshore substation piling activities have been considered:</i> ME clarified that piling at the onshore substation site has been incorporated into the consideration of temporary construction activities. The sound power level identified for piling works is added to calculations for other construction activity noise works which would occur during the creation of building foundations. This calculation is based on British Standard (BS) 8004/EC7 (Code of practice for Foundations) empirical data for piling activities). The total noise level from construction activities is then predicted to distances at which different impacts are likely to occur, based on BS 8004/EC7 criteria. These zones of impact have then been compared to potential locations for the onshore substation in order to provide a qualitative assessment of whether residences would be significantly affected. The ES assessment will be based on a known site, allowing piling noise to be predicted at identified receptors. Piling vibration will also be considered during assessment.</p> <p><i>WSCC noted an expectation that consultation is undertaken regarding survey methods for baseline noise monitoring:</i> ME clarified that WSCC will be consulted regarding noise monitoring methodology and locations.</p> <p><i>WSCC noted that additional environmental measures may be required along the cable route corridor as well as the substation location:</i> ME clarified that environmental measures are being reviewed as part of the ongoing design process and as part of the preparation of the ES Chapter.</p> <p>CR requested further information on the duration of trenchless crossing works for example Horizontal Directional Drilling (HDD). NC provided an overview of the trenchless crossing methodology, outlining an expectation that drilling would require an average duration of one month. This was, however, not guaranteed because of the variability of access, ground conditions and geologies for works.</p> <p>NC outlined that additional trenchless crossing (TC) locations have been added to the Proposed Development NC noted the importance of LPAs providing feedback on these new TC locations.</p> <p>JN noted that assessment of potential impacts resulting from TC work would be required for each location and should include a consideration of the importance of proximity to receptors and the duration of works. ME noted that the noise assessment will assume a worst-case scenario.</p> <p>NB outlined that, due to the selection of the proposed Oakendene onshore substation site as part of the Proposed Development, the hours of substation construction and operation was no longer an issue for MSDC.</p> <p>ME provided an overview regarding the identification of Noise Sensitive Receptors (NSRs). ME outlined that noise contours are being created. Upon completion, receptors will be identified, and further detail will be presented.</p> <p>ME noted that the proposed Oakendene onshore substation site is less sensitive to existing substation noise than the previously proposed Wineham Lane North substation site due to results from the baseline assessment and in consideration of BS 4142 (Noise Assessments – Expert Reports for Planning) assessment.</p> <p>ME highlighted that those receptors closest to the proposed Oakendene onshore substation will be monitored. ME noted that embedded environmental measures proposed for receptors closest to the</p>	
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	<p>proposed Oakendene onshore substation precluded the necessity for monitoring noise levels at potential receptors at a greater distance from the substation site.</p> <p>JN requested that ME provided an email response detailing the justification of the determination of receptors, noting that receptors throughout Rampion 1 were 840m away from the source of noise compared to Rampion 2 where receptors are 150m from the source.</p> <p>ME clarified that embedded environmental measures will be provided for those receptors in closest proximity to the noise source. ME also noted that the ES would contain greater levels of detail regarding the identification of sensitive receptors than provided at PEIR.</p> <p>JN noted that throughout the construction of Rampion 1 liaison groups were provided. JN asked whether this would also be the case for Rampion 2 alongside physical noise mitigation. JN noted the importance of these liaison groups. ME acknowledged this recommendation.</p>	<p><b>2 – ME to provide an email response to WSCC detailing how receptors were determined.</b></p>
<p><b>6</b></p>	<p><i>Mitigation measures and commitments – Slide 19</i></p> <p>ME presented draft embedded environmental measures and commitments relevant to the Noise and vibration aspect. The embedded environmental measures and the way in which these will be secured that were discussed are set out in Slides 19 of the Rampion 2 Noise and Vibration and Air Quality presentation 17/11/22.</p> <p>CR outlined a discrepancy in working hours discussed earlier in the meeting compared with those presented in the embedded environmental measures (C-22). ME clarified that the core working hours for noisy activity were 08:00–18:00. ME also noted shoulder hours in operation from 07:00-19:00 where quiet works may take place.</p> <p>CR requested written confirmation that 07:00-19:00 covered quiet works only.</p>	<p><b>3 – ME to provide written confirmation to CR (SDNPA) regarding hours for quiet works.</b></p>
<p><b>7</b></p>	<p><i>PEIR SIR discussion – Slide 17</i></p> <p>ME stated that, while it is recognised that several the alternatives and modifications presented in the PEIR SIR are outwith the original Scoping Boundary, the assessment outcomes provided within the PEIR SIR do not identify any new receptors groups with respect to Noise. Therefore, the scope of the assessment for Noise and Vibration remains in line with that described in the Scoping Report and subsequent Scoping Opinion.</p> <p>Considerations regarding Noise in the decision-making process include:</p> <ul style="list-style-type: none"> <li>• PEIR SIR introduces new receptors and new monitoring locations.</li> </ul> <p>JN noted that the onshore cable route modifications and additions assessed in PEIR SIR are in closer proximity to recreational facilities such as campsites and wedding venues. JN highlighted the importance of understanding the sensitivity of these receptors.</p> <p>CR asked whether 24-hour generators required at trenchless crossing locations would be considered in the noise assessment for receptors. ME confirmed that this was the case.</p> <p>CR requested further information on all locations that would require generators. ME clarified that, wherever 24-hour works activities were required, a generator would be present. NC added that, where open cut trenches are to be installed, working hours will be adhered to. Where extensions may be required, applications would be submitted to the appropriate LPA in advance.</p> <p>JN noted the use of specialist teams for cable pulling and joint bay activities. WSCC requested to be informed in advance of the commencement of out-of-hours works.</p> <p>ME noted that this would be presented in the outline Code of Construction Practice (CoCP).</p>	
<p><b>8</b></p>	<p><b>Air quality</b></p>	

	<p><i>Progress update since November 2021</i></p> <p>IG provided an overview of progress for the Air Quality aspect undertaken since November 2021. This comprises a review of alternative onshore cable routes and contributions to PEIR SIR. IG noted that there were no changes to outcomes compared with those presented at PEIR, including in relation to transport, dust and plant modelling.</p> <p>IG noted that there was potential additional scope for an Air Emissions Mitigation Strategy.</p>	
9	<p><i>Section 42 Consultation discussion</i></p> <p>IG addressed Section 42 comments from ADC:</p> <p><i>ADC noted that MSDC suggested provision of charging points for electric vehicles at the onshore substation:</i> IG noted the comment and stated that this would be considered in ongoing detailed design.</p> <p><i>ADC queried inconsistencies in the emission factors modelling:</i> IG clarified that updated traffic modelling to ensure peak construction year is reflected in emissions factors applied would be included in the ES.</p> <p><i>New monitoring sites set up that should consider pre-COVID 19 pandemic air quality measurements:</i> IG clarified that this would be considered in the ES where appropriate.</p> <p><i>ADC argued that sites where adverse impacts have been assessed from construction equipment should be subject to further monitoring during construction:</i> IG clarified that moderate adverse impacts were predicted in areas where the total pollutant concentrations are below the relevant objective. Given the temporary nature of the impacts and the concentrations at these locations, no additional mitigation is proposed.</p> <p><i>Clarity regarding the dust management plan; which guidance had been used to develop this:</i> IG clarified that mitigation measures are extracted from the 2016 Institute of Air Quality Management guidance.</p> <p>IG addressed Section 42 comments from Horsham District Council (HDC):</p> <p><i>HDC noted that the applicant is required to draw up an Air Emission Mitigation plan in compliance with the Air Quality and Emissions Mitigation Guidance for Sussex (2021)<sup>1</sup>:</i> IG clarified that the Air Emission Mitigation Strategy would be discussed and agreed with LPAs.</p> <p><i>Actions to be taken by the Proposed Development regarding low emission strategies:</i> IG clarified that onshore elements of the Proposed Development will be to a EURO standard V class or better wherever possible as outlined in the outline CTMP.</p> <p><i>Clarification of the duration of installation activities taking place along the A272 between the A23 and A24:</i> IG noted that this would be detailed further in the ES.</p> <p>IG noted several HDC comments regarding acknowledgement of assessment results, use of guidance and the results of dispersion models.</p> <p><i>Feasibility of enforcement for heavy goods vehicles routing to avoid the Air Quality Management Area (AQMA) at Cowfold:</i> IG clarified that enforcement will be within the established Heavy Goods Vehicle (HGV) access routes as part of the outline CTMP supporting the DCO Application and would be a requirement of the DCO.</p> <p><i>HDCs Air Quality Officer requested confirmation of emission standards for construction traffic and installation vehicles along the A272:</i> IG confirmed that the project is committed to sourcing vehicles with the lowest emissions; this will be included within the outline CTMP.</p>	

<sup>1</sup> <https://www.midsussex.gov.uk/media/5608/sussex-aq-guidance-2021.pdf>



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	<p><i>HDC requested clarity on the duration of installation activities along the A272 between the A23 and A24:</i> IG clarified that guidance would be considered and clarification provided regarding the duration of the construction activities taking place along the A272 between the A23 and A24 and would be provided in the ES.</p> <p><i>HDC requested presentation of the air quality dispersal model receptor locations on a map:</i> IG clarified that this would be provided as an Appendix to the ES.</p> <p>IG addressed Section 42 comments from Mid Sussex District Council (MSDC):</p> <p><i>MSDC recommended the provision of charging points for electric vehicles:</i> IG clarified that this would be considered at detailed design.</p> <p>IG addressed Section 42 comments from Natural England:</p> <p><i>Natural England noted inconsistencies in the peak year for construction traffic:</i> IG acknowledged this and noted that peak traffic assessment will be updated and included in the ES.</p> <p><i>Natural England requested quantitative modelling for Amberley Mount to Sullington Hill Site of Special Scientific Interest (SSSI):</i> IG clarified that potential dust impacts on Amberley Mount to Sullington Hill SSSI will be addressed in the ES.</p> <p>IG addressed Section 42 comments from WSCC:</p> <p><i>WSCC noted that the ES will require an update to the Cumulative Effects Assessment table:</i> IG acknowledged this, noting that the ES will be updated to reflect relevant projects.</p> <p>IG addressed Section 42 comments from Historic England:</p> <p><i>Historic England noted that any updates to baseline will require subsequent updates to traffic modelling:</i> IG clarified that traffic modelling has been updated in line with revised baseline data and will be updated as necessary in the ES.</p>	
<p><b>10</b></p>	<p><i>Mitigation measures and commitments – Slide 28</i></p> <p>IG presented draft embedded environmental measures and commitments relevant to the Air Quality aspect. The embedded environmental measures and the way in which these will be secured that were discussed are set out in Slides 28 of the Rampion 2 Noise and Vibration and Air Quality presentation 17/11/22.</p>	
<p><b>11</b></p>	<p><i>PEIR SIR Discussion</i></p> <p>IG stated that, while it is recognised that several the alternatives and modifications presented in the PEIR SIR are outwith the original Scoping Boundary, therefore introducing new locations for potential receptors, the assessment outcomes provided within the PEIR SIR do not identify any new receptors groups with respect to the Air Quality aspect. Therefore, the scope of the assessment for the Air Quality aspect remains in line with that described in the Scoping Report and subsequent Scoping Opinion.</p> <p>JM and NC thanked all attendees, noting that minutes would be provided.</p>	

# Meeting Minutes



**Date:** [19/04/22 11:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

**Rampion 2 Expert Topic Group (ETG) Meeting –**

Attendee	Organisation	Role
██████████ (IG)	West Sussex County Council (WSCC)	Transport Lead
██████████ (KB)	National Highways (NH)	Strategic Road Network (SRN)
██████████ (JZ)	WSP	Onshore Project Manager
██████████ (GB)	WSP	Transport Lead
██████████	WSP	Graduate Transport Planner
██████████ (MF)	Hatch	Public Rights of Way

**Apologies:**

None received

**Actions Summary**

Number	Action
1	Main action from call: Classification of accesses including traffic levels, number of vehicles and frequency – to help assess what improvements/alterations/mitigation will be needed
2	Investigate potential for consolidating use of construction accesses, as well as further design work passing places to enable their safe use by construction vehicles
3	Information about directional drilling areas to be provided in CTMP
4	Washington compound site: further design work to be undertaken regarding location and design of access
5	RSAs, speed surveys and WCHARs to be considered at various locations – proposed locations to be circulated to meeting attendees

Topic of Discussion	Actions
<p><b>1</b> Longfurlong Lane: a frequently-used route by HGVs and other slow moving vehicles. Once off the carriageway, the lane becomes narrow so will be difficult to manage for opposing vehicles.</p> <p>Response: applicant is investigating the potential for using only one out of Longfurlong Lane and Michelgrove Lane for construction access; also widening measures / passing spaces to facilitate vehicles passing one another once off the A280.</p>	<p><b>Further design work to be undertaken</b></p>
<p><b>2</b> Tolmare Farm: Slow moving vehicles will face problems turning out onto the A280 due to fast traffic, primary concern is access A-28.</p> <p>Response: Flexibility in diverting traffic onto adjacent accesses.</p>	<p><b>Investigate potential to make use of adjacent accesses</b></p>



Continued...

3	<p>KB: Where junctions are being used significantly more than normal and by heavier vehicles there is risk of overrunning kerbs/damaging road surfaces.</p> <p>It was therefore proposed that the accesses be subdivided into a handful of categories, based on the number and/or size of vehicles using them, to enable easy identification of which accesses would be subject to heavy usage versus those experiencing a negligible impact.</p>	<p><b>Classification of accesses to be circulated to attendees.</b></p> <p><b>List of approximate timings/categorisation of when accesses will be used, and details of directional drilling areas, will be provided as part of CTMP.</b></p>
4	<p>Compound Site (Washington): Consultees noted that the proposed access to the compound site is located on the inside of a bend; there are also considerations to be mindful of regarding mature trees and hedgerows.</p> <p>Response: Traffic is likely to be coming in from the left, so there is some benefit to the close proximity of the roundabout (i.e. focus likely to be on egress manoeuvre).</p>	<p><b>Further refinement of the exact location of the compound access along this section of A283 The Pike in Washington</b></p>
5	<p>Cowfold substation: Access to the substation will be via a new access directly from A272 which offers good sightlines and existing sparse vegetation (as opposed to via the existing business park, or via Kent Street).</p>	<p><b>N/A - None for this location specifically</b></p>
6	<p>Traffic Data: Targeted approach to be used once accesses are finalised. KB requested that accident data for National Highways roads must include 5 years (not including Covid Years); IG advised that WSCC are satisfied with 5 years including Covid years. GB therefore suggested that 5 years including Covid years be maintained, but 2 years' additional accident data be analysed in the vicinity of accesses only</p>	<p><b>2 years' further accident data to be reviewed in the vicinity of accesses</b></p>
7	<p>Access design and surveys: Road Safety Audits (RSAs) potentially needed for permanent accesses, compound accesses and more heavily trafficked accesses.</p> <p>Speed surveys could be beneficial at locations where accesses are proposed on national speed limit roads but where 85<sup>th</sup> percentile speed limit is likely to be accesses onto main roads to avoid overdesign/extra complications.</p> <p>Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) to be considered at locations where there is the greatest need to assess impact on PRoW users.</p>	<p><b>Road Safety Audits (RSAs), speed surveys and WCHARs</b></p>
8	<p>KB: National Highways are keen to see the redline boundary reduced/revised as far as possible, to enable impact on NH assets to be identified.</p>	<p><b>Redline boundary will be refined as soon as possible, with stakeholders to be kept informed.</b></p>

# Meeting Minutes

**Date:** [21/02/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting - Transport and Socio-economics.

**Attendees:**

Attendee	Job Role
██████████ (KB) - National Highways	Special Planning Manager
██████████ (GB) – WSP	Transport technical lead
██████████ (CC) – West Sussex County Council (WSCC)	Principle Manager for Economics
██████████ (OC) – Hatch Regeneris	Project Director – Socio-economics
██████████ (VC) - South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (NC) - Rampion Extension Development Limited (RED)	Onshore Consents Manager
██████████ (MF) Hatch Regeneris – Associate	Outdoor Recreation Specialist
██████████ (IG) - WSCC	Principal Planner in County Highways Team
██████████ (JJ) - Icenis Projects (on behalf of Arun District Council)	Project Director
██████████ (MK) - Icenis Projects (on behalf of Arun District Council)	Economics Director
██████████ (SL) – Hatch Regeneris	Socio-economics Technical Lead
██████████ (JM) - WSP	Environmental Impact Assessment (EIA) Project Manager
██████████ (AP) – SDNPA	Transport Officer
██████████ (CS) - WSP	Assistant EIA Project Manager
██████████ (ES) - Icenis Projects (on behalf of Arun District Council)	EIA Project Manager
██████████ (JZ) - WSP	Onshore EIA Project Manager

**Apologies:**

██████████ (WSCC)

**Actions Summary:**

Number	Action
1	GB to arrange meeting with stakeholders with regard to Public Rights of Way (PRoW) impacts.
2	GB to arrange meeting with WSCC with regard to Lyminster Bypass.

Continued...

	<b>Topic of Discussion</b>	<b>Actions</b>
1	<p><i>Welcome</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees.</p>	
2	<p><i>Project update from RED – Slide 4</i></p> <p>NC provided a project update. This noted supplementary statutory consultation undertaken from 18 October to 29 November 2022. Approximately 400 consultation responses had been received, enabling the refinement of the onshore part of the proposed Development Consent Order (DCO) Order Limits.</p> <p>NC outlined potential onshore changes requiring a final consultation exercise in line with government guidance.</p> <p>NC provided an overview of progress, comprising:</p> <ul style="list-style-type: none"> <li>• continuation of onshore and offshore environmental surveys;</li> <li>• commercial negotiations with landowners over the onshore cable route; and</li> <li>• DCO Application submission planned for June 2023.</li> </ul>	
3	<p><i>Onshore cable route selection – Slide 5</i></p> <p>NC outlined the onshore cable routes presented at supplementary statutory consultation, noting that confidential discussions were underway with landowners based on consultation feedback.</p>	
4	<p><i>Onshore close-out engagement / consultation – Slide 6</i></p> <p>NC outlined changes and onshore cable route refinements arising from the 2022 consultation period considering the South Downs area.</p> <p>NC informed consultees that further targeted consultation would commence February 2023.</p> <p>VC noted that the impact to Public Rights of Way (PRoWs) derives from construction activities running along the onshore cable corridor. VC requested further information on where this is assessed. NC clarified this will be covered in the consultation materials to be released on 24 February 2023.</p> <p>NC gave an overview of planned consultation activities associated with Preliminary Environmental Information Report (PEIR) Further Supplementary Information Report (FSIR) (RED, 2023).</p> <p>JZ noted that this document will be in line with that released at PEIR Supplementary Information Report (SIR) (RED, 2022).</p>	
5	<p><b>Transport</b></p> <p><i>Progress since November 2022 Expert Topic Group meeting – Slide 8</i></p> <p>GB provided an overview on progress since November 2022, this comprised:</p> <ul style="list-style-type: none"> <li>• Input into project design change process;</li> </ul>	

	<ul style="list-style-type: none"> <li>• Contribution to the PEIR FSIR (RED, 2023);</li> <li>• Review of Section 42 Comments focused on PEIR SIR (RED, 2022); and</li> <li>• Preparation of DCO Application deliverables including Environmental Statement (ES), Traffic Generation Impact Technical Note (TGITN), outline Construction Traffic Management Plan (CTMP), outline Operational Travel Plan, Abnormal Indivisible Load (AIL) assessment and outline Public Rights of Way Management Plan (PRoWMP).</li> </ul> <p>GB outlined that the TGITN would present a level of detail assumed proportionate to the volume of traffic predicted to be generated as a result of the Proposed Development.</p> <p>GB noted the importance of the outline PRoWMP given the sensitivity of the construction location within the South Downs National Park (SDNP).</p> <p>AP requested further information on the port chosen to transport materials to the offshore location site and the traffic assessment associated with this. GB clarified the assessment of movements of construction traffic associated with onshore ports and deliveries to the port would be included in the TGITN.</p> <p>NC also confirmed there is not yet a named port and clarified this may not be included at DCO Application submission.</p> <p>GB noted that estimates of associated traffic impacts would be provided within the TGITN at submission of the DCO Application. AP highlighted it would be useful to get an understanding of traffic impacts associated with the port location.</p>	
6	<p><i>Discussion on consultation responses and comments – Slides 9 to 13</i></p> <p>GB addressed Section 42 comments from Mid Sussex District Council (MSDC):</p> <p><i>Comments from the Rights of Way Officer at West Sussex County Council (WSCC) should be taken into account.</i></p> <p>GB clarified that further engagement would take place with the Local Planning Authorities (LPAs) in regard to footpath impacts and that current PRoW conditions would be assessed to allow any changes to PRoW condition caused by construction to be reinstated.</p> <p>GB addressed Section 42 comments from Arun District Council (ADC):</p> <p><i>Concerns regarding the number of access routes along A280.</i></p> <p>GB clarified that the A280 is a large road, noting that consideration has been given to a comparison between a large road with multiple accesses or less suitable country lanes to the north. GB noted that comments would be welcomed from ADC regarding the A280.</p> <p>VC clarified that the SDNP must be considered in terms of access and visibility splays. AP outlined this had previously been raised by South Downs National Park Authority (SDNPA), highlighting a requirement for ease of access here as a result of a serious accident at the Alternative Access (AA)-24 location. GB confirmed that vegetation removal would be minimal, but the safety of all Alternative Accesses would be assessed.</p> <p>GB addressed Section 42 comments from SDNPA:</p> <p><i>Insufficient consideration appears to have been given to the impact on recreational activities.</i></p>	<p><b>1 – GB to arrange meeting with stakeholders in regard to PRoW impacts.</b></p>

<p>GB clarified that this would be addressed in the Environmental Statement (ES).</p> <p>VC requested the outline PRowMP is developed in consultation with SDNPA. JZ clarified that targeted meetings on various topics (including the outline PRowMP) will be undertaken in the coming weeks.</p> <p>AP highlighted the presence of traffic generated from tourism within the SDNP. GB noted this and confirmed it would be covered in the ES.</p> <p>GB addressed Section 42 comments from WSCC:</p> <p><i>Concerns regarding the impact of construction compounds.</i></p> <p>GB clarified that the impact of temporary construction compounds will be covered in the outline CTMP and ES chapter. ES chapters will assess the effects of temporary construction compounds relevant to their respective disciplines.</p> <p>IG requested clarification on compounds to be present at Washington. NC noted that this would be confirmed at DCO Application submission.</p> <p><i>Concerns with LACR-01a Lyminster Bypass, access routes and A27.</i></p> <p>GB outlined that the Crossing Schedule (as appended to the ES) will be comprehensive, and the methodology of the Lyminster Bypass Project will be considered. GB noted that additional areas of concern can be investigated if required.</p> <p><i>Concerns relating to LACR-01b regarding interaction with the Peppering Project and temporary and permanent Alternative Accesses in proximity to Michelgrove Lane.</i></p> <p>GB noted that the outline CTMP will be developed in consultation with WSCC and will include specific detail for managing the impact of construction traffic on the transport network in support of the DCO Application.</p> <p><i>Concerns surrounding LACR-01c in relation to the significant number and complexity of temporary and permanent Alternative Access routes.</i></p> <p>GB confirmed the outline CTMP will be developed in consultation with WSCC to address temporary and permanent accesses.</p> <p><i>Impacts to PRowMs resulting from LACR-02 will need temporary diversion.</i> GB clarified that potential impacts resulting specifically from LACR-02 will be addressed through the outline PRowMP and set out in the ES chapter.</p> <p><i>A number of Alternative Accesses proposed that had not been discussed with WSCC Highways.</i></p> <p>GB clarified that consultation regarding all possible Alternative Accesses would be undertaken with WSCC during the development of the outline CTMP.</p> <p><i>Consideration of cumulative impacts in relation to Rock Common Quarry is a necessity.</i></p> <p>GB noted that cumulative impacts in relation to Rock Common Quarry would be considered and addressed in the ES.</p> <p><i>Concerns on the use of Bob Lane as an access in relation to TC-21.</i></p> <p>GB clarified that Bob Lane (Access 34b) is not proposed to be a major temporary construction access and would be used by occasional light vehicles during construction and operation.</p>	
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<p><i>A significant number of PRowWs have the potential to be impacted by the onshore cable route.</i></p> <p>GB clarified that potential impacts to PRowWs will be addressed in the outline PRowWMP submitted alongside the DCO application.</p> <p><i>The Applicant must consider phasing of PRowW closures with WSCC.</i></p> <p>GB clarified that the PRowWMP would be developed in consultation with WSCC.</p> <p><i>The PEIR SIR (2022) does not consider the operation of Lyminster Bypass.</i></p> <p>GB outlined that this will be addressed in the transport documents (<i>Slide 8</i>) to be produced alongside ES, including:</p> <ul style="list-style-type: none"> <li>• Environmental Statement (ES);</li> <li>• Traffic Generation Impact Technical Note (TGITN);</li> <li>• outline Construction Traffic Management Plan (CTMP);</li> <li>• outline Operational Travel Plan;</li> <li>• Abnormal Indivisible Load (AIL) assessment;</li> <li>• and outline Public Rights of Way Management Plan (PRowWMP).</li> </ul> <p>GB noted further consultation with WSCC would be undertaken.</p> <p><i>The updated outline Construction Management Plan should consider additional accesses relating to the original cable route.</i></p> <p>GB noted that the updated outline CTMP would assess proposed access points and routes.</p> <p>GB addressed Section 42 comments from National Highways:</p> <p><i>Information presented at PEIR was not sufficient to allow conclusions to be drawn regarding impact to the safety, reliability and or operational efficiency of the Strategic Road Network (SRN).</i></p> <p>GB noted this comment referred to PEIR stage (2021) and outlined that additional work has been undertaken since this point with regards to interface with the SRN.</p> <p><i>Acknowledgement of continued engagement with the Applicant and the consequential commitment to producing an outline TGITN, an outline Travel Plan and further work on cumulative effects.</i></p> <p>GB confirmed that the deliverables listed will be submitted as part of the DCO Application.</p> <p>KB highlighted regulatory changes relating to the Proposed Development. KB advised the production of a report describing the compliance of the Proposed Development with the Department for Transport (DfT) Circular 02/2013<sup>1</sup> and how it complies with Circular 01/2022<sup>2</sup>. KB advised RED to consider whether the</p>	<p><b>2 – GB to arrange meeting with WSCC with regard to Lyminster Bypass.</b></p>
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<sup>1</sup> Department for Transport (2013). *The Strategic Road Network and the Delivery of Sustainable Development*. [Online] Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/237412/dft-circular-strategic-road.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf) [Accessed 28 February 2023].

<sup>2</sup> Department for Transport (2022). *Strategic Road Network and the Delivery of Sustainable Development*. [Online] Available at: <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development> [Accessed 28 February 2023].

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	<p>Proposed Development should comply with Circular 01/2022<sup>2</sup>, presenting material evidence where compliance is not expected.</p> <p>KB provided an overview of Circular 01/2022<sup>2</sup>, highlighting aspects relevant to the Proposed Development, this included Paragraph 20<sup>2</sup>, outlining no temporary accesses should be present on the Strategic Road Network. KB outlined that this could be applied to the A27.</p> <p>NC clarified that a number of construction accesses that use existing turnings along the A27. NC acknowledged that a review of the wording of Circular 01/2022<sup>2</sup> will be carried out to understand what qualifies as compliant.</p>	
7	<p><i>Survey update and data collection – Slide 14</i></p> <p>GB provided an update on survey and data collection, including:</p> <ul style="list-style-type: none"> <li>• Acquisition of updated traffic data (e.g., traffic flows and accidents); and</li> <li>• transport site visits to be undertaken for specific locations raised in stakeholder feedback and to inform the drafting.</li> </ul> <p>AP requested further information on the proposed site visits. GB clarified that the site visits will facilitate understanding of specific locations raised in stakeholder feedback and will support the drafting of the transport deliverables as part of the DCO Application (<i>Slide 8</i>).</p>	
8	<p><i>Approach to Environmental Statement – Slide 15</i></p> <p>GB provided an overview on the transport aspect approach to the ES. GB noted that the transport ES chapter will examine potential impacts resulting from the construction and operation of the Proposed Development.</p> <p>AP noted that impacts from decommissioning activities should be assessed as well as those resulting from construction and operation. GB clarified this would be included in the ES.</p>	
9	<p><i>Statement of Common Ground – Slide 16</i></p> <p>JZ provided an update on the approach to Statement of Common Ground (SoCG), this comprised:</p> <ul style="list-style-type: none"> <li>• Going forward to DCO Application the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation.</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination.</li> <li>• Progression of the SoCGs is expected to be an iterative process which will likely continue over the course of the DCO Examination.</li> </ul> <p>NC noted that, if possible, a draft SoCG would be submitted alongside the DCO Application.</p> <p>VC requested that a standard template for the SoCG is presented to the lead officer at SDNPA. NC clarified that a template for SoCGs would be provided in advance of the DCO Application.</p>	



<p><b>10</b></p>	<p><b>Socio-economics</b></p> <p><i>Progress since November 2022 ETG meeting – Slide 19</i></p> <p>OC provided an overview of progress since November 2022, comprising:</p> <ul style="list-style-type: none"> <li>• progression of the socio-economics assessment;</li> <li>• input into the project design change process;</li> <li>• consideration of Section 42 comments;</li> <li>• consideration of consultation feedback from PEIR SIR (RED, 2022); and</li> <li>• input to the PEIR FSIR (RED, 2023).</li> </ul>	
<p><b>11</b></p>	<p><i>Discussion on consultation responses and comments – Slides 20 to 24</i></p> <p>MF addressed Section 42 comments from SDNPA:</p> <p><i>Insufficient consideration given to the impact on recreational activities in respect to the National Park.</i></p> <p>MF clarified that the aspiration is for the Proposed Development to result in as little impact possible for the quality and quantity of visitor experience. MF confirmed this will be addressed in the ES assessment.</p> <p>MF addressed Section 42 comments from WSCC:</p> <p><i>Request for PRoW impacts to be kept to a minimum.</i></p> <p>MF noted that this would be considered in the outline PRoWMP, to be developed in consultation with WSCC.</p> <p><i>PRoW users may be diverted to roads.</i></p> <p>MF clarified that potential diversions are a consideration in the outline PRoWMP, to be developed in consultation with WSCC.</p> <p><i>Phasing of PRoW closures must be considered in consultation with WSCC where routes offer an alternative to one another if closed.</i></p> <p>MF confirmed that a consideration of the phasing of PRoW closures this would be addressed through the outline PRoWMP.</p> <p>MF addressed Section 42 comments from MSDC:</p> <p><i>Potential permanent closure of footpath 1T if the Wineham Lane North site was selected for the onshore substation.</i></p> <p>MF clarified the onshore substation site had been confirmed to be located at Oakendene. Footpath 1T may still be crossed by the onshore cable corridor, leading to temporary interruption. This is not considered significant in EIA terms.</p> <p><i>A commitment to work with local partners and local people to access employment opportunities associated with the construction and operation of Rampion 2 is an expectation. MSDC require such a commitment secured through a legal agreement.</i></p> <p>SL noted these expectations and clarified that a local employment and skills plan is being considered by RED. SL clarified that this would need to avoid duplication with supply chain plans.</p>	



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<p><b>12</b></p>	<p><i>Survey update and data collection – Slide 25</i></p> <p>MF provided an update on the survey progression, noting site walkovers are planned for March 2023. MF outlined updates to baseline data including data from the SDNPA on usage of the South Downs Way and from WSCC on the Downs Link. MF noted data analysis is ongoing and will inform the ES.</p> <p>VC requested further information on the walkover survey and whether this would consider open access land. MF clarified that any open access land with the potential to be impacted by the Proposed Development will be included in the socio-economics walkover survey.</p> <p>MF provided an update on PRow usage from updated data, noting that usage was down a minimum of 40% compared to usage throughout the COVID-19 pandemic. This confirms the data used to inform PEIR (2021) represents a worst-case scenario.</p> <p>SL provided an update on progression of the tourism evidence base, comprising:</p> <ul style="list-style-type: none"> <li>• refreshing the evidence base, and the inclusion of information derived from stakeholder feedback; and</li> <li>• tourism employment evidence from Awel y Môr (RWE, 2022) case study of existing offshore windfarm studies<sup>3</sup> shared as requested. SL clarified this shows no evidence of negative impacts on tourism sector employment in seaside towns located close to offshore wind development.</li> </ul>	
<p><b>13</b></p>	<p><i>Survey update and data collection – Slide 26</i></p> <p>SL noted that any additional information from stakeholders to inform the assessment would be welcomed.</p>	
<p><b>14</b></p>	<p><i>Approach to Environmental Statement – Slide 27</i></p> <p>SL provided an overview of the approach to the ES, noting that this would be in line with the approach in the PEIR (RED, 2021), with further assessment conducted where necessary.</p> <p>SL clarified that the socio-economic assessment would consider the potential impact resulting from the Proposed Development on tourism businesses located within 500m of the proposed onshore DCO Order Limits. SL clarified this will be undertaken as a qualitative assessment, considering the potential for an impact on the volume of visitors.</p>	
<p><b>15</b></p>	<p><i>Statement of Common Ground</i></p> <p>JZ provided an update on the approach to SoCG, this comprised:</p> <ul style="list-style-type: none"> <li>• Going forward to DCO Application the aspiration is to commence engagement regarding SoCGs. JZ noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation.</li> <li>• The intention to begin capturing agreements and/or disagreement as the project progresses to DCO Examination.</li> </ul>	

<sup>3</sup> RWE Renewables UK, (2022). *Awel y Môr Offshore Wind Farm Category 6: Environmental Statement. Volume 5, Annex 4.2: Seaside Tourism Economics Employment Evidence*. [Online] Available at: [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010112/EN010112-000262-6.5.4.2\\_AyM\\_ES\\_Volume5\\_Annex4.2%20Seaside%20Employment%20Evidence\\_vFinal.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010112/EN010112-000262-6.5.4.2_AyM_ES_Volume5_Annex4.2%20Seaside%20Employment%20Evidence_vFinal.pdf) [Accessed 06 March 2023].

Continued...

	<ul style="list-style-type: none"><li>• Progression of the SoCGs is expected to be an iterative process which will likely continue over the course of the DCO Examination.</li></ul> <p>NC thanked attendees and noted minutes will be distributed.</p>	
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# Meeting Minutes



**Date:** [21/03/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Landscape and Visual and Historic Environment

Attendee	Role
██████████ (AB) – WSP	Historic Environment Technical Lead
██████████ (NC) – Rampion Extension Development Limited (RED)	Rampion 2 Onshore Consents Manager
██████████ (AH) – West Sussex County Council (WSCC)	Rampion 2 Project Officer
██████████ (CH) – WSCC	County Archaeologist
██████████ (JH) – WSP	Consultant Landscape Architect
██████████ (JM) – WSP	Environmental Impact Assessment (EIA) Project Manager
██████████ (JN) – WSCC	Principal Planner
██████████ (RR) – WSP	LVIA Technical Lead
██████████ (CS) – WSP	Assistant EIA Project Manager
██████████ (JW) – WSCC	County Arboriculturist

**Apologies:**

None received

**Actions Summary**

Number	Action
1	RR to consider Lyminster Bypass in LVIA ES.
2	RR to consider relocation of H1e south of the A27 to a more open location.
3	RR to consider locating a viewpoint within the proposed DCO Order Limits
4	AB and RR to undertake engagement with WSCC regarding the location of viewpoints following design freeze.
5	RR to engage with WSCC regarding Residential Visual Amenity Assessment (RVAA).
6	AB to share Settings Scoping Appraisal and initial assessments with WSCC along with the Oakendene Parkland Historic Landscape Assessment.

	Topic of Discussion	Actions
1	<p><b>Welcome</b></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees. JM noted that this meeting, specific to WSCC, was supplementary to the LVIA and Historic Environment ETG held on 01/03/23 as dates of the previous ETG were unsuitable for WSCC.</p>	

Continued...

	<p><i>Project update from RED – Slide 4</i></p> <p>NC provided a project update. This noted supplementary statutory consultation undertaken from 18 October to 29 November 2022. NC noted that approximately 400 consultation responses were received, enabling the refinement of the onshore red line boundary.</p> <p>NC outlined potential onshore cable route changes requiring a final supplementary consultation exercise in line with UK Government guidance. NC provided an overview of progress, this comprised:</p> <ul style="list-style-type: none"> <li>• continuation of onshore and offshore environmental surveys;</li> <li>• commercial negotiations with landowners in relation to the onshore cable route; and</li> <li>• Development Consent Order (DCO) Application planned for June 2023.</li> </ul> <p><i>Onshore cable route selection (Slide 5)</i></p> <p>NC outlined the onshore cable routes presented at supplementary consultation (February 2023), noting that confidential discussions have been undertaken with landowners based on consultation feedback.</p> <p><i>Onshore close-out engagement / consultation (Slide 6)</i></p> <p>NC outlined changes and onshore cable route refinements arising from the 2022 consultation period considering the South Downs.</p> <p>NC informed stakeholders that targeted consultation commenced in February 2023.</p>	
2	<p><b>Landscape and visual</b></p> <p><i>Progress since November 2022 Expert Topic Group (Slide 8)</i></p> <p>RR provided an overview of progress since 2022, this comprised:</p> <ul style="list-style-type: none"> <li>• Input into the Preliminary Environmental Information Report (PEIR) Further Supplementary Information Report (FSIR) (RED, 2023): <ul style="list-style-type: none"> <li>○ Input into design change process (considering Section 42 comments), identification of further viewpoints and assessment and Longer Alternative Cable Route (LACR)-01d reporting and associated mapping.</li> </ul> </li> <li>• Consultation: <ul style="list-style-type: none"> <li>○ Consideration of feedback from PEIR Supplementary Information Report (SIR) (red, 2022), landowner consultation and development of approach to Residential Visual Amenity Assessment (RVAA).</li> </ul> </li> <li>• Environmental Statement (ES): <ul style="list-style-type: none"> <li>○ Progression of the ES assessment in relation to the onshore substation, outline Landscape Ecological Management Plan (LEMP) and further viewpoint photography.</li> </ul> </li> </ul>	
3	<p><i>L VIA viewpoint photography status LACR-01d (Slides 9 and 10)</i></p> <p>RR presented maps highlighting the status of viewpoint photography for LACR-01d north and east option and LACR-01d north and west option.</p> <p>RR noted that the PEIR FSIR (2023) viewpoints are additional to the existing viewpoints agreed at PEIR and PEIR SIR.</p>	
4	<p><i>Proposed onshore viewpoints for LACR-01d (north), LACR-01d (west) and LACR-01d (east) (Slide 11)</i></p>	

Continued...

	<p>RR presented a table containing individual viewpoints for the proposed LACR-01d options.</p> <p>RR clarified that the grid references for viewpoints LD1 – LD5 are in the PEIR SIR (RED, 2022).</p>	
5	<p><i>Discussion on PEIR SIR Consultation responses and comments (Slides 12 – 20)</i></p> <p>RR responded to Section 42 comments from Natural England:</p> <p><i>Baseline data lacks information on special qualities of the South Downs National Park (SDNP).</i></p> <p>RR noted a disagreement on the duration of effects on treelines and hedgerows. RR clarified that information on the Special Landscape Qualities of South Downs National Park (SDNP) is included in Section 3 – 4 of Appendix H of the PEIR SIR (2022).</p> <p><i>Concerns about the change to composition of hedges and the ability for reinstatement.</i></p> <p>Natural England highlighted that the loss of sections of tree belts and hedgerows of between 30m – 50m will impact field boundaries. RR clarified that commitment C-115<sup>1</sup> commits to a maximum habitat loss of 14m and that 10-year monitoring is also under consideration.</p> <p>RR clarified that the character of hedgerows and treelines within the SDNP are generally without trees, therefore this provided increased confidence in reinstatement.</p> <p><i>A lack and failure of mitigation planting experienced throughout Rampion 1. The residual assessment period should be at year 10, not year 1; this should be added onto the operational assessment based on the evidence from the Rampion 1 cable route.</i></p> <p>RR clarified that significant and permanent adverse effects may be avoided using trenchless crossings (TCs) and the implementation of revised commitment C-115<sup>1</sup>. RR noted the lessons learned from Rampion 1 and agreed that if significant residual effects are predicted to remain beyond year 1, then further assessment (year 10) will be presented in the ES.</p> <p><i>Concerns on the reliability of the TC methodology regarding suitability of ground conditions. Without information on the suitability of ground conditions the conclusions regarding LVIA can only be considered provisional.</i></p> <p>RR highlighted that the provision of commitment C-115<sup>1</sup> means that it will be possible to avoid significant and permanent adverse effects within the operation and maintenance phase of the Proposed Development RR confirmed that TC proposals will be considered in the ES.</p> <p><i>No further evidence in the form of a preliminary Arboricultural Impact Assessment (AIA) has been provided to show the rationale for choosing locations for trenchless crossings.</i></p> <p>RR clarified that further information will be presented in the ES concerning hedgerow and field boundary crossings, comprising:</p>	

<sup>1</sup> C-115: "Hedgerows/tree lines crossed by the cable route will be 'notched' to reduce habitat loss and landscape and heritage impacts. This is defined as temporarily displacing one or more short sections (i.e., notches) within the same hedgerow/tree line. Hedgerow/tree line losses will thereby be kept to a maximum of 14m total width at each hedgerow crossing point. In order to maintain composition and promote habitat connectivity hedgerow plants from within notches will be lifted, maintained, and then returned to their original positions where ground conditions and accessibility for irrigation suggest success rates will be high. This will provide a rapid hedgerow reinstatement that gives structure earlier than would be expected for a standard planting regime. With hedgerows deemed "important" under the Hedgerows Regulations 1997 (or where there are other considerations), losses will be reduced to a 6m notch for the temporary construction haul roads only, by trenchless installation of the cable ducts under them. Success rates for reinstatement of hedgerows and tree lines are expected to be high for both replanted and translocated hedgerows and tree lines. In all instances, the hedgerows and tree lines will be monitored over a period of 10 years, and remedial action taken rapidly where signs of failure are identified.

Further detail will be provided in the outline Code of Construction Practice and outline Landscape and Ecology Management Plan."

<ul style="list-style-type: none"> <li>• Arboricultural survey and vegetation retention plans;</li> <li>• Location of trenchless and open cut crossings;</li> <li>• Guidance for planting over/near cable corridors to be provided in the outline LEMP; and</li> </ul> <p>Site visits to Rampion 1 crossing points to reference the LVIA / outline LEMP.</p> <p>RR addressed Section 42 comments from South Downs National Park Authority (SDNPA):</p> <p><i>The PEIR SIR (RED, 2022) assessment demonstrates a general lack of understanding of the National Park Purposes and Duty.</i></p> <p>RR clarified that the PEIR SIR assessment follows the approach taken in the PEIR (RED, 2021) which sets out the background and understanding of the National Park Purposes and Duty. RR noted the National Park Purposes and Duty were acknowledged, but not set out in PEIR SIR (RED, 2022) for conciseness.</p> <p><i>Concerns that no reference is made to the 'Windy Ridge' route where the potential impact on enjoyment of the route is significant, as is the potential for closure during construction.</i></p> <p>RR clarified that Windy Ridge will be considered during the assessment and presented in the ES.</p> <p>RR provided an overview of omitted viewpoints raised by SDNPA Section 42 Comments.</p> <p>RR responded to WSCC Section 42 Comments:</p> <p><i>Feedback and advise on viewpoint location selection.</i></p> <p>RR acknowledged the requirement to rename viewpoints H1a, H11b and H1c to further clarify their locations.</p> <p>RR confirmed that the viewpoint on footpath FP2165 south of Lyminster is key and would be retained.</p> <p>RR clarified that views of the Proposed Development to and from the Conservation Area at Lyminster would be informed by viewpoint photography. Potential impacts on Conservation Areas and Listed Buildings will be considered by the Historic Environment assessment and will informed by viewpoint photography.</p> <p>AH requested a map showing viewpoint mapping and noted that the scale of maps presented at PEIR (RED, 2021) and PEIR SIR (RED,2022) made commenting on viewpoint locations difficult. AH requested further information regarding the identification of viewpoint locations and how the results of viewpoint photography are intended to influence design.</p> <p>RR presented a map of updated viewpoint photography locations and provided further explanation on updates and their anticipated input into design.</p> <p><i>The viewpoints should consider the approved Lyminster Bypass.</i></p> <p>RR confirmed the Lyminster Bypass was considered and is unlikely to be visible from the Rampion 2 onshore cable corridor.</p> <p>JN clarified the location of Lyminster Bypass and noted consideration is required for the raised works associated with the viaduct.</p> <p>RR noted that this will be considered and accounted for as part of the assessment. RR suggested an additional viewpoint location along the bridleway in proximity to Lyminster Bypass</p> <p>AH confirmed an additional viewpoint should be added between viewpoints H1d and H2b.</p> <p>JN outlined that acoustic barriers may also be present therefore these may require consideration.</p>	<p><b>1 – RR to consider Lyminster Bypass in LVIA ES.</b></p>
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	<p>AH asked whether data collected so far will be provided prior to submission of the DCO Application and requested further information on proposed engagement timescales.</p> <p>AH requested that photography and fixed viewpoints are shared when available.</p> <p>NC noted that there would be the opportunity for bi-lateral communication prior to the submission of the DCO Application where information available could be shared with stakeholders where appropriate.</p>	<p><b>4 – AB and RR to undertake further engagement with WSCC regarding the location of viewpoints.</b></p>
<p><b>6</b></p>	<p><i>Survey update and data collection (Slide 21)</i></p> <p>RR provided an update on survey progress and data collection, comprising:</p> <ul style="list-style-type: none"> <li>• site visits undertaken in November 2022. Further visits since November 2022 have been restricted due to weather and poor seasonal light conditions;</li> <li>• desk-based review of landscape and visual receptors within the LVIA Study Area and complete review of all viewpoints including those proposed as part of the PEIR (RED, 2021), PEIR SIR (RED, 2022) and PEIR FSIR (RED, 2023) and previously rejected viewpoint locations; and</li> <li>• further site visits are planned in March 2023 to complete additional requested viewpoint re-takes and alternatives and proposed viewpoint locations for LACR-01d.</li> </ul> <p>In support of ongoing survey and data collection, RED will review the effectiveness of the Rampion 1 cable corridor reinstatement and demonstrate how they have considered lessons learned; the LVIA aspect will undertake further review of viewpoint locations, arranging additional site visits as required.</p>	
<p><b>7</b></p>	<p><i>Approach to Environmental Statement (Slide 22)</i></p> <p>RR outlined considerations for the LVIA decision-making process, these included:</p> <ul style="list-style-type: none"> <li>• Viewpoints: <ul style="list-style-type: none"> <li>○ complete review of all viewpoints underway including those rejected/relocated or requested by stakeholders.</li> </ul> </li> <li>• Commitment C-115<sup>1</sup> and Field Boundaries: <ul style="list-style-type: none"> <li>○ review of additional survey information (Arboricultural Survey / Vegetation Retention Plan) to better inform LVIA and assessment of SDNP Special Landscape Qualities (SLQs);</li> <li>○ review of trenchless / trenched crossing techniques and environmental measures to inform the LVIA; and</li> <li>○ review of Rampion 1 – lessons learned / site visits and restoration / establishment timescales.</li> </ul> </li> <li>• Outline LEMP for onshore substation and onshore cable corridor.</li> <li>• Residential Visual Amenity Assessment (RVAA): <ul style="list-style-type: none"> <li>○ Methodology and Study Area to be agreed with WSCC.</li> </ul> </li> </ul> <p>AH noted that an action is outstanding to discuss the RVAA with WSCC. RR clarified that engagement with WSCC regarding the RVAA would be undertaken prior to DCO Application submission.</p> <p>AH requested further clarification on the emerging design for the onshore substation and suggested that this is secured in the DCO process in more detail that an outline plan through a</p>	<p><b>5 – RR to engage with WSCC regarding RVAA.</b></p>



	<p>separate design principles document. AH suggested engagement on lessons learned from Rampion 1 is undertaken between RED and WSCC. RR confirmed that the engagement outlined would be beneficial.</p> <p>NC outlined that an internal draft design for the onshore substation has been prepared which is being adjusted to collaborate with relevant landowners. NC noted that this would be secured via a Design Access Statement or Design Guide. NC outlined that detailed design will be communicated with and signed off by the relevant local authorities. AH advised that the Awel y Môr and Dudgeon and Sheringham extension projects provided good examples of design principles documents.</p> <p>NC confirmed no additional consultation was currently in the programme but could be considered.</p> <p>CH noted that commenting on the suitability of locations is difficult due to a lack of baseline photography and knowledge on how the selection of these viewpoints has been informed. CH requested further information on whether this would be reviewed once the viewpoints are fixed. AB confirmed that the process of viewpoint selection is iterative and noted that engagement with WSCC is priority to discuss the setting and viewpoints. AB confirmed that in advance of this engagement the Settings Scoping Appraisal and initial assessments would be shared with WSCC along with the Oakendene Parkland Historic Landscape Assessment.</p> <p>CH requested clarification on how additional viewpoints will be considered if identified upon review of detailed documents at the submission of the DCO Application. AB clarified that the engagement objective is to agree the viewpoints, therefore any additional viewpoints can be captured prior to the submission of the DCO Application. AB confirmed there is scope for additional viewpoints to be undertaken where considered necessary.</p> <p>CH requested further information on the programme for sharing the full settings assessment and whether this would be pre-submission. AB outlined that this would be as soon as possible based on DCO design freeze. AB noted that following initial discussion there could be an opportunity to share some of the full settings assessment in advance of the submission of the DCO Application.</p> <p>CH requested further information on the Oakendene Parkland Historic Landscape Assessment. AB confirmed that this was based on photography from site visits and an assessment of the historic environment.</p> <p>JN emphasised the importance of the general principles of design in relation to the LVIA. JN suggested a consideration of the maximum plant heights, topography changes and the use of bunds. JN noted that more understanding on this would be beneficial, particularly in relation to lessons learned from Rampion 1.</p> <p>RR clarified that, in the PEIR (RED, 2021), a series of viewpoints around the onshore substation options were presented. RR outlined that this included the maximum height of the visual envelope for the assessment. RR noted tree cover is being reviewed. RR outlined the approach, which hopes to enhance what is present at the onshore substation site.</p> <p>AH outlined the importance of existing vegetation and advised clarity is provided on what vegetation will be retained and removed due to visibility splays, cable connecting routes and how this cumulatively impacts receptors. RR confirmed the Arboricultural Impact Assessment (AIA) and Vegetation Retention Plan will help to cover this.</p> <p>AH queried the progress of engagement between WSCC and WSP regarding accesses at the onshore substation and the requirements for visibility splays with regards to concerns surrounding the A272. RR confirmed these concerns are under consideration.</p> <p>CH confirmed the importance of the points above in relation to heritage.</p> <p>AB confirmed this is under consideration and would be fed into the outline LEMP.</p>	<p><b>6 – AB to share Settings Scoping Appraisal and initial assessments with WSCC along with the Oakendene Parkland Historic Landscape Assessment.</b></p>
<p><b>8</b></p>	<p><i>Statement of Common Ground (Slide 23)</i></p>	

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	<p>JM provided an update on the approach to Statements of Common Ground (SoCGs), this comprised:</p> <ul style="list-style-type: none"><li>• Going forward to DCO Application, the aspiration is to commence engagement regarding SoCGs. JM noted this will draw upon discussions with stakeholders to date through statutory and non-statutory consultation.</li><li>• The intention to begin capturing agreements and/or disagreement as the Project progresses to DCO Examination.</li><li>• Progression of the SoCGs is expected to be an iterative process which will continue over the course of the DCO Examination.</li></ul> <p>NC noted that the ambition is to submit a draft SoCG with the application for development consent.</p>	
9	<p><i>AOB</i></p> <p>JM and NC thanked attendees and confirmed minutes will be circulated.</p>	

Meeting Minutes



**Date:** [21/11/2022 10:00 – 12:00]

**Meeting at:**

Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting - Soils & agriculture and Ground conditions

**Attendees:**

██████████ (AH) (West Sussex County Council (WSCC))	Rampion 2 Project Officer
██████████ (BR) (WSP)	Associate Director - Ground conditions Lead
██████████ (CS) (WSP)	Assistant EIA Project Manager
██████████ (JM) (WSP)	Environmental Impact Assessment (EIA) Project Manager
██████████ (JZ) (WSP)	Onshore EIA Project Manager
██████████ (LG) (WSP)	Principal Consultant - Soils and agriculture Lead
██████████ (NC) (Rampion Extension Development Limited (RED))	Rampion 2 Onshore Consents Manager
██████████ (SB) (Environment Agency (EA))	Planning Advisor
██████████ (TW) (EA)	Ground Water and Contaminated Land Officer

**Apologies:**

None received.

**Actions Summary:**

Number	Action
1	LG to provide further information to WSCC on anticipated duration of open cut trenches for the Proposed Development and detail regarding soil heating being scoped out of further assessment
2	LG to provide WSCC with detail of additional survey planned for additional and modified routes outlined in Preliminary Environmental Information Report (PEIR) Supplementary Information Report (SIR)
3	BR to arrange meeting with WSCC regarding the Minerals Safeguarding Assessment and overall assessment methodology.

	Topic of Discussion	Actions
1	<p><i>Welcome – Slide 2</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted.</p> <p>Introductions were provided for all attendees.</p>	
2	<p><i>Project Update – Slide 4</i></p> <p>NC provided a project update. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. NC provided a summary of the onshore cable routes including alternatives, modifications, and Longer Alternative Cable Routes (LACRs). It was noted that the Oakendene substation had now been selected by RED. NC outlined that the onshore substation option decision and a reduction in the number of offshore wind turbines offshore were not subject to the ongoing consultation.</p>	

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<p><b>3</b></p>	<p><b>Soils and agriculture</b></p> <p><i>Progress update since November 2021 – Slide 6</i></p> <p>LG provided a project update. This outlined ongoing onshore consultation, ending 29<sup>th</sup> November 2022. Updates relevant to the Soils and agriculture aspect comprised:</p> <ul style="list-style-type: none"> <li>• confirmation of additional scope for soils and Agricultural Land Classification (ALC) survey to cover new areas of land affected as presented in the Preliminary Environmental Information Report (PEIR) Supplementary Information Report (SIR) (approach to survey in moderate or high Unexploded Ordnance (UXO) areas to be confirmed through consultation prior to Environmental Statement (ES));</li> <li>• review of Section 42 feedback and incorporation into the ES;</li> <li>• update of assessment to reflect proposed Development Consent Order (DCO Limits; and</li> <li>• confirmation that the ES chapter will follow the approach to assessment set out in the PEIR and the PEIR SIR.</li> </ul>	
<p><b>4</b></p>	<p><i>Survey update and next steps – Slide 7</i></p> <p>LG provided an update on soils and agriculture surveys. For ALC survey, 409.5 hectares (ha) has been surveyed since October 2021. LG presented the percentage land classifications for Best and Most Versatile (BMV) land classifications and those at lower grades.</p> <p>LG introduced the outline Soil Management Plan (SMP), noting that this will contain steps to ensure compliance with Department for Environment, Food and Rural Affairs (Defra) 2009 guidance<sup>1</sup> regarding soil compaction.</p>	
<p><b>5</b></p>	<p><i>Section 42 Consultation discussion – Slides 8 - 9</i></p> <p>LG addressed Section 42 comments from Natural England (NE):</p> <p><i>A specialist land drainage consultancy should be engaged:</i> LG clarified that a specialist land drainage consultancy will be engaged pre-construction by the appointed Contractor.</p> <p><i>The SMP should include the type and volume of each soil type to be stripped:</i> LG clarified that the outline SMP is being developed using the Soil and ALC Survey data where available.</p> <p><i>The ALC grade determined should be used to inform restoration:</i> LG clarified that the ALC survey data will be used to inform the design / location of permanent development, where possible (where soils cannot be reinstated).</p> <p><i>Best and Most Versatile (BMV) land loss should be minimised:</i> LG clarified that the loss of BMV land would be avoided, where practicable, and that the management of this process would be informed by survey.</p> <p>LG addressed Section 42 comments from the South Downs National Park Authority (SDNPA):</p> <p><i>Effects on established trees and woodland/forest soils to be avoided:</i> LG clarified that effects on established trees and woodland/forest soils are generally avoided by Rampion 2 through the design and the use of trenchless crossings. However, one new onshore cable route option (LACR-02) crosses woodland which cannot feasibly be crossed using trenchless crossing technique. If LACR-02 is selected, this onshore cable route would result in adverse effects on woodland soils. A reduced working width of 20m would be implemented to minimise the effect. The relatively small area affected (1.11ha) means that the impact is assessed in the PEIR SIR to be minor adverse effect (Not Significant). This effect is relevant to the LACR-02 onshore cable route option only.</p>	

<sup>1</sup> <https://www.gov.uk/government/publications/code-of-practice-for-the-sustainable-use-of-soils-on-construction-sites>

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	<p>LG addressed Section 42 comments from West Sussex County Council (WSCC):</p> <p><i>Concern over construction footprint and time that working width would be open:</i> LG clarified that the onshore cable working corridor is designed to minimise the construction footprint.</p> <p>AH noted that Rampion 1 trenches had, in some cases, remained open for some time. AH requested further information on the anticipated duration of open cut trenches for Rampion 2.</p> <p><i>Concern over soil heating caused by operational cables:</i> LG noted that heating of cables during operation will be limited; cables will warm slightly, by no more than 1°C. Therefore, no further assessment of soil heating effects during the operational phase is proposed.</p> <p>AH requested further information on the scoping out of soil heating and asked if this was scoped out by the Planning Inspectorate. LG clarified that the assessment of potential soil heating was not scoped out at scoping stage and is addressed in the Environmental Statement (ES).</p> <p><i>Permanent loss of agricultural land at onshore substation should be minimised:</i> LG clarified that ALC survey data will be used, where possible, to inform the design / location of permanent development (where soils cannot be reinstated).</p> <p>Compliance with Department for Environment, Food and Rural Affairs (Defra) Construction Code of Practice for the Sustainable Use of Soils: LG clarified that commitment C-133 ensures the minimisation of soil storage duration in stockpiles and reinstatement as early as possible.</p>	<p><b>1 - LG to provide further information to WSCC on anticipated duration of open cut trenches for the Proposed Development and detail regarding soil heating being scoped out of further assessment.</b></p>
<p><b>6</b></p>	<p><i>Mitigation measures and commitments – Slide 10</i></p> <p>LG presented draft embedded environmental measures and commitments relevant to the Soils and agriculture aspect. The embedded environmental measures and the way in which these will be secured that were discussed are set out in Slide 10 of the Rampion 2 Soils and Agriculture and Ground Conditions presentation 21/11/22.</p>	
<p><b>7</b></p>	<p><i>PEIR SIR discussion – Slide 11</i></p> <p>LG stated that there are no changes to the overall assessment outcomes and conclusions presented in the original PEIR or as a result of the alternatives and modifications presented in the PEIR SIR, with one exception: LACR-02. LACR-02 introduces a new receptor (woodland soils) and likely effect on this receptor. Woodland soils were not an identified receptor in the PEIR. The effect on woodland soils is a Minor Adverse (Not Significant) effect as reported in the PEIR SIR.</p>	
<p><b>8</b></p>	<p><i>Targeted Consultation Q and A – Slide 12</i></p> <p>LG noted that 1.11ha of soils would be disturbed within Plantation Ancient Woodland Sites (PAWS). LG noted that the disturbed soils could be reinstated. However, as the trees in this location could not be reinstated, the soil would experience a level of degradation. LG noted that, in this scenario, 7.4ha of compensation areas would be provided.</p> <p>LG noted that, with the exception of 1.11ha of PAWS, no other receptors had been identified.</p> <p>AH requested further information on proposed surveys for the additional and modified routes introduced within the PEIR SIR. JZ clarified that a programme for further survey will be discussed with stakeholders prior to the ES.</p> <p>JZ highlighted the presence of unexploded ordnance (UXO) across the proposed DCO Order Limits, noting that engagement regarding this will be carried out with NE and WSCC.</p>	<p><b>2 - LG to provide WSCC with detail of additional survey planned for additional and modified routes outlined in PEIR SIR</b></p>

9	<p><b>Ground conditions</b></p> <p><i>Progress update since November 2021 – Slide 14</i></p> <p>BR provided an overview of progress for the Ground conditions aspect since November 2021. This included:</p> <ul style="list-style-type: none"> <li>• additional data obtained and baseline update;</li> <li>• S42 feedback reviewed and incorporated into ES;</li> <li>• preliminary assessment update to reflect PEIR SIR alternatives and modifications; and</li> <li>• ES drafting to reflect principles agreed at scoping and PEIR stages.</li> </ul>	
10	<p><i>Baseline and survey update – Slide 15</i></p> <p>BR provided an update on survey and baseline.</p> <ul style="list-style-type: none"> <li>• Draft desk study which forms the ground conditions baseline issued with the original PEIR (2021).</li> <li>• Site walkover of key locations identified in draft desk study subsequently completed in October 2021. No updates required to desk study as a result of this.</li> <li>• Additional data purchased to inform baseline as a result of onshore cable route options identified in PEIR SIR – desk study being updated to incorporate this data.</li> <li>• Further site walkover of key locations based on the new data completed end October 2022.</li> <li>• No significant changes to the conceptual model published in the original PEIR (2021) anticipated.</li> </ul>	
11	<p><i>Section 42 Consultation discussion – Slide 16</i></p> <p>BR addressed Section 42 comments from Arun District Council:</p> <p><i>Appropriate management of contamination:</i> BR clarified that the desk study identifies where there is the potential for contamination to be present. Embedded environmental measures include for dealing with contamination in line with the Environment Agency’s guidance Land Contamination Risk Management (LCRM) and allows for the presence of unexpected contamination during construction.</p> <p>BR addressed Section 42 comments from the Environment Agency:</p> <p><i>Detailed risk assessment of landfill at Brook Barn Farm required at detailed design:</i> BR clarified that assessment of effects will incorporate the conclusion that pollution risk is low (as at PEIR). Embedded environmental measures include measures for dealing with contamination in line with LCRM. Detailed risk assessment will form part of an appointed Contractor’s safe working practices prior to construction.</p> <p>BR addressed Section 42 comments from West Sussex County Council (WSSC):</p> <p>Rock Common Quarry noted to be within the soft sand resource – impacts on Heavy Goods Vehicle (HGV) movement: LG clarified that a consideration of effects on minerals safeguarding and on minerals sites was included in PEIR and will be included in the ES. This includes Rock Common Quarry as a specific site. Further consideration of the impact of Rampion 2 on traffic, including HGVs is assessed in Chapter 24: Transport.</p>	
12	<p><i>Mitigation measures and commitments – Slide 17</i></p> <p>BR presented draft embedded environmental measures and commitments relevant to the Ground conditions aspect. The embedded environmental measures and the way in which these will be secured that were discussed are set out in Slide 17 of the Rampion 2 Soils and Agriculture and Ground Conditions presentation 21/11/22.</p>	

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	<p>BR outlined that mitigation focuses on avoiding land affected by contamination. With the exception of the Brook Barn Farm historical landfill, the desk study did not identify any potential sources of contamination directly within the proposed onshore cable corridor. The use of geotechnical design standards for infrastructure would manage risks from land instability and would ensure that the development is fit for purpose, with best practice to be secured through the outline Code of Construction Practice (CoCP).</p> <p>BR clarified that a commitment C-245 states drilling fluids used will not be environmentally hazardous or contain hazardous substances. This will be formalised for the ES through an environmental measure.</p>	
<p>13</p>	<p><i>PEIR SIR Discussion – Slides 18 – 21</i></p> <p>BR provided an update to assessment as a result of the alternatives and modifications presented in the PEIR SIR. No new minerals safeguarding interactions identified. Alternatives and modifications are predominantly on agricultural land with limited potential for sources of contamination to be present.</p> <p>BR noted three additional sources of potential contamination, comprising Swillage Lane, associated with Longer Alternative Cable Route (LACR) 01a, Long Furlong, associated with LACR-01c, and The Vinery industrial estate, associated with LACR-01a. BR clarified that the potential risk from these sites is low.</p> <p>BR highlighted that Warningcamp Quarry Locally Important Geological Site (LIGS) was identified as a new receptor as part of LACR-02 and Alternative Cable Route (ACR)-04a and ACR-04b.</p> <p>BR noted that, based on the environmental measures and a lack of direct interaction with these sources and the new receptor, there were no changes in assessment outcomes since PEIR.</p>	
<p>14</p>	<p><i>Targeted Consultation Q and A – Slide 22</i></p> <p>BR stated that, while it is recognised that several the alternatives and modifications presented in the PEIR SIR are outwith the original Scoping Boundary, the assessment outcomes provided within the PEIR SIR do not identify any new receptors groups with respect to Ground conditions. Therefore, the scope of the assessment for Ground conditions remains in line with that described in the Scoping Report and Scoping Opinion.</p> <p>AH noted that Section 42 comments from WSCC had outlined what would be expected to be provided within a Mineral Safeguarding Assessment. AH requested an update on this and further information on the assessment methodology. BR clarified that the impact was assessed as negligible in the original PEIR (2021). BR requested further information from AH on applications currently with Local Planning Authorities regarding extensions to quarries.</p> <p>AH noted that further engagement post-consultation with specialists at WSCC would be beneficial. BR agreed that further discussions would be undertaken.</p> <p>TW noted the potential for Per- and polyfluorinated alkyl substances (PFAS) at The Vinery Industrial Estate and requested further information on the assessment of this. BR clarified that the baseline study had been undertaken for the proposed DCO Limits. BR added that an assessment was undertaken in 2014 and would be checked for further information.</p> <p>NC and JM thanked attendees. JM noted that minutes would be circulated in due course.</p>	<p><b>3 - BR to arrange meeting with WSCC regarding the Minerals Safeguarding Assessment and overall assessment methodology</b></p>

Rampion 2 Kittiwake Strategic Compensation Meeting		
Date: 22/09/2022		Location: Videoconference via Microsoft Teams
Attendees		
██████████ (TR)	Natural England	Senior Offshore Renewables Specialist
██████████ (MK)	Natural England	Principal Offshore Wind Farm Specialist
██████████ (MJ)	Natural England	Principal Offshore Wind Farm Specialist
██████████ (NH)	GoBe Consultants	Offshore EIA Project Manager
██████████ (MJ)	GoBe Consultants	HRA and Compensation Specialist
██████████ (EW)	RWE	Team Leader, Offshore Consents
██████████ (SS)	Apem Ltd	Head of Ornithology Consultancy
██████████ (TK)	Apem Ltd	Technical Specialist

Agenda Item	Agenda Item
1	Introductions and need for compensation advice
2	Project updates and background to ornithological assessment
3	Current apportioning numbers for kittiwake
4	Kittiwake: discussion on proportionate and strategic compensation options
5	Gannet, auks and lesser black-backed gull: Brief comments on compensation options
6	AOB, next steps and meeting close

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<p><u>Introductions and need for compensation advice</u></p> <ul style="list-style-type: none"> <li>New Natural England (NE) representative: MJ – Principal Advisor working with MK. OFW project themes across the country now split between MK and MJ and going forwards MJ will be supporting Area Team on Rampion 2 workloads.</li> <li>EW: By way of background, the catalyst for this discussion was the regular meetings that Tamara, Eleri and Jodi have been holding during which specific strategic issues were raised with NE – one of which being compensation for very small impacts and the potential for strategic or collaborative compensation, which is relevant to Rampion but also to any other RWE project that has compensation requirements. Hoping to glean NE’s view on the Rampion 2 project and solutions to compensation requirements.</li> <li>NH: Shared slides on background on Rampion 2 HRA. All ETGs now held and continuing to draft ES chapters. Application early next year. Two key issues raised over PEIR and S42 consultation was disagreement between project and NE on in-combination effect for FFC SPA &amp; AOE SPA – 2 species = kittiwake and gulls.</li> <li>NH: At last ETG, when the project was still defining offshore RLB, three key points raised by NE: <ul style="list-style-type: none"> <li>1. Keeping dialogue open with NE</li> <li>2. Updating whether numbers change based on changes to RLB</li> <li>3. Full consideration was required for derogation going forwards (to be kept as a watching brief)</li> </ul> </li> </ul>	



Agenda Item	Notes	Actions
2	<p><u>Project updates and background to ornithological assessment</u></p> <ul style="list-style-type: none"> <li>NH: Changes since ETG – further refined RLB, re-done collision risk (CR) modelling, offshore RLB been reduced in PEIR/S42, now further reduced based on SLVIA. (in summary there is a big reduction in eastern side of RLB – now goes to south and west of Rampion 1. Introduced 2 corridors = one N/S orientation to the west of Rampion 1 (designated helicopter refuge area), also area to south of R1 where no turbines will be located and has been implemented for SLVIA reasons to break up R1 and R2. So now have 2 distinct areas of turbines, one to south and one to the west in a much smaller RLB.</li> <li>NH: In terms of assessment, the reduction in RLB hasn't changed any of the outcomes for assessment conclusion so, noting NE's advice disagreement on AEoI for gulls and low numbers of kittiwake still required to be accounted for – project maintaining no AEoI conclusion. Apem will run through updated numbers for assessment, but the primary objective of this meeting for the project team is to establish what would be a proportionate compensation measure for less than 1 kittiwake per year, and does a proportionate approach constitute a strategic/regional level rather than the traditional project alone compensation measure?</li> </ul>	
3	<p><u>Current apportioning numbers for kittiwake</u></p> <ul style="list-style-type: none"> <li>TK: presented slides on ornithological assessment. Final 6 months of surveys which were not included in the CR assessment at PEIR, shows a slight increase in the number of kittiwakes in the area, which has pushed the CR estimates up slightly. The general trend is that most collisions are expected in Jan/Dec, which is the kittiwake post-breeding migration and return migration but CR estimates numbers in breeding season are very low. Using Furness apportioning method for non-breeding season (using BDMPS), the number of birds from FFC SPA that are estimated to be lost in the return migration is 0.69, and 0.19 post-breeding migration, equalling an annual total of 0.88 birds from FFC SPA. Just for clarity, no sabbaticals taken into account.</li> <li>MK: what are the equivalent numbers for auks (guillemot and razorbill)? TK – not done yet. MK – we can focus on kittiwake today but in the future a similar conversation will need to be had on auks. Slides sent previously indicate that gannet mortalities were low but for LBBG NE had comments to make – are figures available for LBBG?</li> <li>TK: LBBG numbers still pending but no major changes are expected. MK: not an issue that all species data not available, there probably will be some general principles taken from discussions today that can be applied across the assessments for other species.</li> <li>NH: Is the NE position of likely AEoI likely to change based on the reduced numbers? The project position is still that there is no AEoI so application will be progressing without in-principle derogation. Or is it possible for NE to outline any other options for a proportionate approach given the very low numbers. Trying to maintain a proportionate approach is key to the project moving forwards.</li> <li>EW: against background of draft updated NPSs which still haven't been finalised, but which had concerns around requirement of compensation, it would be helpful to have a steer from NE on this.</li> </ul>	
4	<p><u>Kittiwake: discussion on proportionate and strategic compensation options</u></p>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• MK: most parallels are EA1N and EA2 – in terms of thresholds for compensatory measures. Equivalent values were something like 0.7 and 0.6 and BEIS took the view that compensation was still required. But it is not clear whether these were considered against the backdrop of other projects with bigger impacts (i.e. Vanguard and Boreas). The broader background is that historically, NE has been asked to not provide an opinion on whether there is a significant effect (by BEIS or its predecessor), and to only provide the potential for in-combination impacts, which is why the type of advice NE provides has changed over time. On proportionate approach, the EA projects easily collaborated with Vanguard and Boreas for kittiwake and LBBG but also put text in compensation package that stated that if the collaborative compensation didn't materialise, they committed to carrying out own project alone compensation (although it is still not clear what measures this would deliver). For Rampion, it doesn't make sense to try to progress compensation for 1 bird and we are all hoping that the MRF will be in place to address this and avoid the current piecemeal measures.</li> <li>• MK: Are RWE involved with North Falls (NF), Five Estuaries (VE), Dogger Bank (DG) projects? EW confirmed correct. MK – so could the combined approach across all projects focus on collaborative efforts? Probably ones to investigate are NF and VE given their similar timelines, and their small, estimated impacts? The EA project decisions on kittiwakes were somewhat surprising given their small numbers.</li> <li>• MK: would repurposing of O&amp;G platforms be an option? Acknowledged difficulty with OPRED reluctance to work with the industry on this. Concluded probably best way to proceed is collaboration with other projects. EW – this is something that has been looked at, but the complexities within project partnerships/shareholders is a barrier to discussions. It's a solution that could be explored further, but timing is also an issue when considering the timelines for the other projects (North Falls, VE, Dogger Bank).</li> <li>• EW: when would the compensation for Rampion 2 be expected to be delivered? MK – there is a current condition requirement for having the measure in place or 4 years ahead of OWF operation. However, there may be a timing advantage of having a low impact (in terms of the accumulated impact and when it manifests itself as an adverse effect on the colony). Another option may be collaborating with a project further advanced in their derogation preparation (already consented?) and who are over-compensating, and investigating whether they could incorporate Rampion 2 requirements? MK expressed difficulty in finding appropriate and proportionate measures.</li> <li>• NH: as a project team we have reached the same difficulty conclusions, so it is reaffirming that NE feel the same. As a project, however, Rampion 2 is keen to understand how to ensure that the agreement on difficulty is recognised and maintained throughout examination and if this means we can look at non-standard measures, how we demonstrate this in the application. Could this be as a statement of common grounds or similar? This would allow us to progress the application while progressing compensation options.</li> <li>• MK: NE are not ruling out the requirement for compensation, they are agreeing that it doesn't make sense to us to approach compensation in isolation. It is really important to make the wording around this advice clear. Due an announcement on Bills later this week – recent HOW04 DCO amendment has now included an option for utilisation/switching to relying on the marine recovery fund in future, although NE were not comfortable with, since HOW04 have requested that they can switch between project compensation measures to strategic measures without any consultation.</li> </ul>	

Agenda Item	Notes	Actions
	<p>Although a similar contributions type approach might be something Rampion 2 could think about. It might also be worth thinking about initiatives for non-designated kittiwake colonies, whereby it's not a main compensation measure.</p> <ul style="list-style-type: none"> <li>• MJ: there are several options here. MK – difficulty is striking the balance between proportionality and producing a package that will be considered by decision makers to be sufficient, especially given what we currently expect compensation measures to look like (i.e. project specific). We are all hopeful that this expectation of what compensation currently looks like will change as we move to new strategic action.</li> <li>• EW: This is the crux of the difficulty for all projects - no one knows what strategic action looks like or how it will work.</li> <li>• MJ: has the project given any thought on project specific compensation measures at all, noting that the project position is still concluding no AEoI? If coming up with something strategic is too challenging, it could still be an option.</li> <li>• NH: we did an initial desk study and shortlisted options, based on what other projects have done, but since their impact is much larger than that expected for Rampion, it wasn't deemed proportionate. Resolving this with Rampion could help future projects rather than passing the problem on for later projects.</li> <li>• MK: so, other projects (NF, VE, and Dudgeon &amp; Sheringham (D&amp;S) which has submitted now, although noted details of D&amp;S submitted compensation plans have not been studied by NE yet), but as a project much further ahead in their planning. D&amp;S may be a potential project to collaborate with. They are looking at offshore since it's less challenging than onshore. But D&amp;S looking to collaborate with projects further ahead in planning already.</li> <li>• NH: sounds like NE &amp; Rampion 2 are aligned with the thinking on this and the assessment we present in examination. NE have given a lot of avenues to explore, but it's the wording of compensation included in the application documents that we need to work on and agree. Suggested summarising meeting and note the agreement on compensation issues (i.e. it doesn't make sense to try to compensate for 1 bird) and continuing with ornithological assessments as presented here (not anticipating changing the assessments).</li> <li>• MK: suggested making contact with Defra now to investigate how they see the strategic scheme developing, as it may make things easier for the project. NH confirmed this has been happening, but so far, the conclusion is that there is not a high level of confidence on securing the MRF as a sufficient compensation which is why we're looking at other options too.</li> </ul>	
5	<p><u>Gannet, auks and lesser black-backed gull: Brief comments on compensation options</u></p> <ul style="list-style-type: none"> <li>• MK: reminded that any discussions on kittiwake here are relevant to other features at FFC SPA. There may be a point that the impacts were so low that compensation is not required, but that is likely to be more towards to the 0.2 of a bird, given the precedent set by the EA projects. Possible exception only is gannet, from NE perspective there is not an existing adverse effect that projects can contribute to, unlike LBBG where it has been agreed that there is. We await the HOW04 decision on auks (guillemot and razorbill), but decision is unlikely to be in public domain by time Rampion 2 submits (HOW04 decision due in Feb '23) so something to react to in examination probably. Possible advantages of offshore structures over onshore for auks, early indication that auks also take to offshore structures which may be an option. For LBBG</li> </ul>	

Agenda Item	Notes	Actions
	<p>probably worth talking to NF and VE on collaboration since they're closer to AOE SPA and therefore more likely to have larger impacts, although may be less clear if this collaborative option for LBBG would work for this given VE's and EA projects localised issues with LBBG (and that their timelines are later so perhaps strategic options clearer by then, like for R4) so may be best to progress project specific bespoke plan instead.</p> <ul style="list-style-type: none"> <li>ER: scheduling/timelines are a problem for collaboration.</li> </ul>	
6	<p><u>AOB, next steps and meeting close</u></p> <ul style="list-style-type: none"> <li>NH: Thank you this has been very helpful and given us things to continue to think about. For confirmation, it is not our intention to provide any of the assessment information to NE ahead of the application with a view to get feedback.</li> <li>MK: These are in-principle comments and should be understood as such.</li> <li>SS: No comments from Apem's side. Appreciate options discussed and honesty.</li> <li>MK: Are there any offshore O&amp;G platforms that are being decommissioned that are known to have kittiwake nesting on?</li> <li>MJ: there are some in the Irish Sea that have been decommissioned despite nesting kittiwakes on.</li> <li>SS: separate decom process and licence to destroy kittiwake nests. Irony is that if the structures could be left in place for perhaps another year then they could potentially contribute enough chicks to compensation for Rampion 2 for 20 years!</li> <li>MK: If there was such a platform or could reach out to a company that have plans for decommissioning a platform it could buy the time to progress the application.</li> </ul> <p><i>No other matters were raised. End of meeting.</i></p>	

Meeting Minutes



Date: [22/11/2022 14:00 – 16:00]

Meeting at:

Online – Microsoft Teams

Subject / purpose:

Rampion 2 Expert Topic Group (ETG) Meeting – Water environment [Onshore]

Attendees:

██████████ (CR) (ADC)	Senior Environmental Health Officer
██████████ (CS) (WSP)	Assistant EIA Project Manager
██████████ (GD) (WSP)	Senior Consultant - Water environment
██████████ (JP) (WSP)	Senior Consultant - Water environment
██████████ (JM) (WSP)	Environmental Impact Assessment (EIA) Project Manager
██████████ (JZ) (WSP)	Onshore EIA Project Manager
██████████ (KM) (ADC)	Coastal Engineer
██████████ (KMac) (West Sussex County Council (WSCC))	Drainage and Flooding Lead
██████████ (MD) (EA)	Marine Monitoring Officer
██████████ (MB) (Horsham District Council (HDC))	Drainage Engineer
██████████ (NJ) (Mid Sussex District Council (MSDC))	Flood Risk and Drainage Officer
██████████ (NC) (Rampion Extension Development Limited (RED))	Rampion 2 Onshore Consents Manager
██████████ (PC) (Arun District Council (ADC))	Principal Drainage Engineer
██████████ (RF) (EA)	Senior Engineer in Asset Operation and Manager
██████████ (SS) (WSP)	Technical Director - Water environment
██████████ (SB) (Environment Agency)	Planning Advisor
██████████ (TW) (EA)	Groundwater and Contaminated Land Officer

Apologies:

██████████ (Southern Water)

Actions Summary:

Number	Action
1	GD to request ADC data on swallow holes from PC.

Continued...

	<b>Topic of Discussion</b>	<b>Actions</b>
1	<p><i>Welcome – Slide 2</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted.</p> <p>Introductions were provided for all attendees.</p>	
2	<p><i>Project update – Slide 4</i></p> <p>NC provided a project update. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. NC provided a summary of the onshore cable routes including alternatives, modifications, and Longer Alternative Cable Routes (LACRs). It was noted that the Oakendene substation had now been selected by RED. NC outlined that the onshore substation option decision and a reduction in the number of offshore wind turbines offshore were not subject to the ongoing consultation.</p>	
3	<p><b>Water environment</b></p> <p><i>Section 42 Consultation discussion – Slide 6</i></p> <p>GD addressed Section 42 comments:</p> <ul style="list-style-type: none"> <li>• Given the onshore cable route and onshore substation are not located in any highly sensitive locations with respect to groundwater, the Environment Agency agreed (at Preliminary Environmental Information Report (PEIR) stage in 2021) that the methodologies and conclusions of the preliminary assessment (set out at that stage) were sufficient. Approaches have since been further developed following changes to the proposals.</li> <li>• South Downs National Park Authority (SDNPA) commented on there being a need to consider chalk streams and dew ponds, and these have since been incorporated into ongoing assessments following the receipt of further information.</li> <li>• The Environment Agency commented on the potential for physical impact caused by damming and dewatering of sections of watercourse and disturbance from temporary or permanent vehicle crossings. The Environment Agency stated an expectation to see as many cable crossings as possible sited below the bed of rivers to reduce this. Permits will be required for each site given the variability of habitats and species present. There may be a requirement to restrict timings of works in particular locations to address spawning timings for coarse fish and salmonids.</li> <li>• West Sussex County Council (WSCC) requested an update to the crossing schedule to be provided in the Environmental Statement (ES).</li> <li>• Adur District Council (ADC) and Horsham District Council (HDC) had reviewed the Flood Risk Screening Assessment. No flood risk or drainage issues were anticipated as a result of the Proposed Development.</li> </ul>	
4	<p><i>Progress update since November 2021 – Slide 7 - 23</i></p> <p>GD provided an overview of progress for the water environment aspect since November 2021. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. GD provided a summary of onshore cable corridor route alternatives and modifications. Updates relevant to the water environment aspect comprised modification from open cut trenching to trenchless crossing for the Warningcamp Hill Valley, introduction of the LACRs from Crossbush to Sullington Hill, progression of the crossing schedule and commitments for specific types of crossings, selection of the onshore substation site at Oakendene (previously referred to as Bolney Road / Kent Street) and early work on the indicative drainage strategy.</p>	

	<p><i>Trenchless crossing at Warningcamp Hill Valley:</i> GD noted the proximity of the site to Warningcamp Hill's Southern Water Public Water Supply. Communication had taken place with the Environment Agency and Southern Water on this matter. The Proposed Development overlaps slightly with Source Protection Zone (SPZ) 1. An embedded environmental measure is in place to ensure no ground disturbance takes place in this location.</p> <p>The Environment Agency and Southern Water had highlighted indicative karst features. These were not currently within the current proposed Development Consent Order (DCO) Limits. An embedded environmental measure is in place ensuring the provision of a detailed hydrogeological risk assessment</p> <p>GD provided an overview of potential onshore cable corridor interactions with public water supplies, noting site walkovers and consultation with the Environment Agency and Southern Water had been undertaken. Land access negotiations are ongoing to allow further site visits in December 2022.</p> <p><i>Public Water Supplies:</i> GD noted that the Proposed Development had the potential to interact with SPZ 2 and 3 between Crossbush and Michelgrove at Angmering. An access track for light construction will be for access only (i.e. 4 X 4 vehicles) from Hill Barn in Warningcamp SPZ1. No ground disturbance or groundworks are associated with this activity. This location is in the vicinity of some karst features (e.g., swallow holes and dissolution features).</p> <p>GD noted that, during the desktop survey work and as a result of a site walkover survey on 7<sup>th</sup> – 9<sup>th</sup> November 2022, no dissolution features had been identified within the onshore current proposed DCO Order Limits.</p> <p><i>Crossing Schedule Update:</i> GD noted a collaborative approach with the Terrestrial ecology and nature conservation aspect lead for the Proposed Development along routes with potential for fish migration. The modified PEIR route had potential for fish migration within the main channel in proximity to Buncton adjacent to Water Lane. Coarse fish may be present in this location. This area would be crossed using sensitive trenchless methods.</p> <p>GD provided information on chalk streams present. Locations included Buncton, Washington (in proximity to the A283), Lower Chancton Farm, Warningcamp Farm, and select locations between Poling and Hammerpot. Fish survey results indicated no potential for the presence of fish. Proposed crossings would either be trenchless cable crossings or open cut trenched cable crossings, with the use of an open span bridge for associated haul road crossings. Any open span bridge crossing may be present for several years. This approach would help minimise potential impacts from the Proposed Development on the flow regime.</p> <p><i>Oakendene Substation – Drainage update:</i> GD noted an indicative drainage strategy had been progressed for the onshore substation site. This strategy contained considerations for appropriate drainage, including the use of Sustainable Drainage Systems (SuDS).</p> <p>GD provided further information on stakeholder meetings with HDC, ADC and WSCC, noting the presence of a southern watercourse. The onshore substation footprint would avoid the 0.1% Annual Exceedance Probability (AEP) of this watercourse.</p>	
5	<p><i>Survey update – Slides 14 - 17</i></p> <p>GD provided an update on surveys undertaken to November 2022. These comprised:</p> <ul style="list-style-type: none"> <li>• site walkovers to inform a Hydrological Risk Assessment, focusing on Warningcamp Valley, LACR-01a (between Hammerpot and Angmering) and LACR-01c. Further surveys are proposed to support the Hydrological Risk Assessment. Walkover survey results confirmed that no karst features were present within the current proposed DCO Order Limits;</li> <li>• site walkover for LACR-01a and LACR-01c to identify surface water features where the Lambeth Group geology transitioned into chalk. No karst features were identified. One</li> </ul>	



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	<p>5m x 5m sinkhole with a 1.5m depth, sited approximately 170m to the west of the current proposed DCO Order Limits, at a location named 'the Lions' near Hammerpot was identified. To the northeast of this area, at 'The Buckmans', there are 'clay with flint' superficial deposits. These have the potential for karst features to be present. No karst features have been identified to date. 'The Buckmans' locality will be surveyed in December 2022; and</p> <ul style="list-style-type: none"> <li>further monitoring, sampling, and ground investigation is proposed to identify ground conditions with the potential to impact construction activities. This comprises monitoring and sampling of subsurface stratigraphy, particle size distribution in unconsolidated materials (percent gravel and cobble), strength properties (cohesion, internal angle of friction) and soil classification, plastic and liquid limits (clays), expansion index (clays), soil density and penetration tests, determination of bedrock depth and characterisation of the bedrock, analysis of groundwater levels and local groundwater conditions (permeability, heterogeneity, other hydraulic properties, water chemistry etc.), areas of suspected and known contamination will be identified and characterised. If any contamination is encountered in subsurface samples, it will be documented.</li> </ul> <p>PC noted the presence of swallow holes in the Hammerpot area and suggested detail regarding these should be shared with GD. GD acknowledged this, noting that this data could be compared with data from the Southern Water survey and recent site walkover survey.</p>	<p><b>1 – GD to request ADC data on swallow holes from PC.</b></p>
<p><b>6</b></p>	<p><i>Hydrological Risk Assessment – Slide 18</i></p> <p>GD noted that the Hydrological Risk Assessment is being progressed. Conclusions will inform the ES. Scope of the Hydrological Risk Assessment includes groundwater principles, a baseline hydrogeological environment, a conceptual hydrogeological model, and a risk assessment.</p>	
<p><b>7</b></p>	<p><i>Flood Risk Assessment (FRA) – Slide 19</i></p> <p>JP provided an update on the FRA, noting that no additional risks had been identified. Updates to the FRA presented at PEIR comprised; the updated fluvial and pluvial climate change allowances, updated planning practice guidance (August 2022), updates to the coastal change vulnerability assessment, updates to groundwater flood risk, with inclusion of depth to groundwater data, and updated fluvial floodplain embedded environmental measures. Peak river flow climate change allowances for the Adur catchment were now more conservative than those previously included.</p> <p>Planning practice changes included alterations to the sequential test, functional floodplain definition and safe access and egress measures. JP noted that the FRA would be updated to reflect these changes.</p> <p>The coastal change vulnerability assessment would be summarised within the ES Chapter 6: Coastal processes.</p> <p>The assessment will use calculations of groundwater data performed within GIS to create an indicative depth to groundwater layer.</p> <p>Embedded environmental measures relating to soil stockpiles in fluvial floodplains have been updated where necessary. JP noted that the void created by the trench offsets the volume of the resulting stockpile. The volume of material requiring movement to a location outside of the floodplain (to avoid loss of floodplain storage) would be equal to that imported to create the temporary stone haul road to support construction.</p>	
<p><b>8</b></p>	<p><i>PEIR SIR discussion – Slide 24</i></p> <p>GD noted that conclusions presented in the original PEIR (2021) remained unchanged in the PEIR SIR, with two exceptions:</p>	



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	<ul style="list-style-type: none"> <li>• The modification from open cut trenching to trenchless crossing of the Warningcamp Hill Valley as within the original PEIR Assessment Boundary. The combination of shallow groundwater levels at the base of the valley and drilling works in this area introduces the risk of drilling fluid breakout towards the Warningcamp public water supply.</li> <li>• Interaction between LACRs in the vicinity of karstic features and the SPZ2/3 of Angmering and Patching public water supplies and two private water supplies. This raises a potential risk of groundwater contamination impacting the quality of these abstractions.</li> </ul>	
<p>9</p>	<p><i>Mitigation measures and commitments Slides 25 - 27</i></p> <p>GD presented draft embedded environmental measures relevant to the Water environment aspect. The embedded environmental measures and the way in which these will be secured that were discussed are set out in Slides 25 - 27 of the Rampion 2 Water environment presentation 25/11/22.</p> <p>GD noted the introduction of new draft embedded environmental measures, comprising site specific pre-construction ground investigation at Warningcamp Hill valley and the use of trenchless techniques for crossings in proximity to sensitive receptors.</p>	
<p>10</p>	<p><i>Targeted consultation Q and A – Slide 28</i></p> <p>TW noted that the flow direction at Warningcamp valley would be influenced by operations at the Southern Water Public Water Supply borehole, suggesting that this should be considered in any monitoring proposals. GD noted that this will inform the timings of any site visits undertaken.</p> <p>GD asked if consultees had any onshore cable route preference regarding alternatives and modifications presented in the PEIR SIR. TW commented that there was no clear preference at this time.</p> <p>GD requested further comments from stakeholders and the Environment Agency regarding the FRA. KMac confirmed that the approach to Flood Risk assessment was satisfactory.</p> <p>KMac noted local concern regarding the route at Polling and Hammerpot, highlighted that comments would be provided through a consultation response from WSCC.</p> <p>KMac noted concern from residents regarding the interaction between existing assets and construction activities. KMac noted that Polling is prone to flooding. GD acknowledged this feedback. NC noted that a parish meeting was being undertaken at Polling on 22<sup>nd</sup> November 2022.</p> <p>KM requested further information on the assumption that there is a Coastal Change Management Area (CCMA) at landfall. JP clarified that this assumption includes the caveat that there may not be a CCMA at Climping. JP noted that, due to the potential for future coastal change, a coastal change vulnerability assessment will be carried out to ensure the security of the Proposed Development through its operational lifetime.</p> <p>NJ requested clarity that the Onshore Substation Site is no longer within Mid Sussex District Council (MSDC) boundaries. GD and NC clarified that the onshore cable route would still need to cross Wineham Lane to reach existing National Grid Bolney Substation and noted approximately 2,200 metres of cable would be present within MSDC boundaries.</p> <p>NC thanked the consultees for their attendance and noted that the minutes would be distributed.</p>	

# Meeting Minutes

**Date:** [25/11/2022 14:00 – 16:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Traffic and Socioeconomics

**Attendees:**

██████████ (KB) (National Highways (NH))	Special Planning Manager
██████████ (TB) (West Sussex Local Access Forum (WSLAF))	Vice Chairman
██████████ (GB) (WSP)	Technical Lead – Transport
██████████ (HC) (NH)	A27 Project Manager
██████████ (OC) (Hatch Regeneris)	Associate Director - Socioeconomics
██████████ (NC) (Rampion Extension Development Limited (RED))	Rampion 2 Onshore Consents Manager
██████████ (BC) (WSP)	Technical Director – Transport
██████████ (NCr) (Arun District Council (ADC))	Group Head of Planning
██████████ (SF) (A27 Link Connection)	Development Consent Order (DCO) Lead
██████████ (MF) (Hatch Regeneris - Associate)	Countryside and Recreation Consultant - Socioeconomics
██████████ (AK) (NH A27 Bypass team)	A27 Project Manager
██████████ (SL) (Hatch Regeneris)	Project Manager - Socioeconomics
██████████ (RL) (Public Health England)	Health Protection and Quality Lead
██████████ (JM) (WSP)	EIA Project Manager
██████████ (AP) (South Downs National Park Authority (SDNPA))	Transport Officer
██████████ (CR) (WSP)	Senior Environmental Health Officer
██████████ (CS) (WSP)	Assistant EIA Project Manager
██████████ (DV) (ADC)	Group Head of Economy
██████████ (JZ) (WSP)	Onshore Environmental Impact Assessment (EIA) Project Manager

**Apologies:**

None received

**Actions Summary:**

Number	Action
1	BC to engage with A27 Arundel Bypass team and SDNPA regarding access points.
2	BC to engage with Local Planning Authority officers regarding access points.
3	BC to engage with WSCC regarding the results of traffic survey on Long Furlong.
4	MF to consult with SDNPA and WSCC for updated PRoW recreation activity data post COVID-19 pandemic.

Continued...

	Topic of Discussion	Actions
1	<p><i>Welcome – Slide 2</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were provided for all attendees.</p>	
2	<p><i>Project update – Slide 4</i></p> <p>NC provided a project update. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. NC provided a summary of the onshore cable routes including alternatives, modifications, and Longer Alternative Cable Routes (LACRs). NC noted that the Oakendene substation had now been selected by RED. NC outlined that the onshore substation option decision and a reduction in the number of offshore wind turbines offshore were not subject to the ongoing consultation.</p>	
3	<p><b>Transport</b></p> <p><i>Progress update since November 2021 – Slide 6</i></p> <p>BC provided an overview of progress for the transport aspect since November 2021. This comprised; input into evolving design, a review of the Section 42 (S42) comments received and progression of actions, meeting with National Highways (NH) (16<sup>th</sup> February 2022), completion of traffic counts in April/May 2022 on West Sussex County Council (WSCC) highways links, publication of the Preliminary Environmental Information Report (PEIR) – Supplementary Information Report (SIR) and update of baseline data.</p>	
4	<p><i>Section 42 Consultation discussion – Slides 7 - 14</i></p> <p>BC addressed S42 comments:</p> <p>Traffic survey: BC confirmed that a review of available traffic data will be undertaken in support of the preparation of the Environmental Statement (ES).</p> <p>Traffic Generation: BC acknowledged the requirement for a Traffic Generation Impact Technical Note (TGITN). This will be prepared and submitted alongside the Development Consent Order (DCO) Application.</p> <p>BC stated that, based on discussion with WSCC and NH, a TGITN will be produced setting out:</p> <ul style="list-style-type: none"> <li>• the methodology for the calculation of the traffic generation during the construction programme;</li> <li>• the distribution of the construction traffic on the Strategic Road Network (SRN) and local road network; and</li> <li>• identification of the broader traffic impacts on the road network.</li> </ul> <p>BC stated that the ES would provide a clear assessment methodology for traffic generation, including the ways in which offshore activities would potentially impact onshore traffic generation.</p> <p>BC confirmed that working hours, congestion and road safety will be covered in the TGITN.</p> <p>Crew Support Vessels: BC acknowledged NH request for further detail regarding the impact of Crew Support Vessels on onshore traffic generation. BC set out that an outline Travel Plan would be prepared in support of the DCO Application.</p> <p>Access and Visibility: BC noted WSCC concerns regarding the number of temporary construction accesses proposed, outlining that the majority of accesses are lightly used and temporary. BC highlighted that accesses, visibility and road safety would be reviewed in further detail in support of</p>	

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	<p>the ES. The requirement road safety audits, including permanent accesses and high-speed roads, was acknowledged.</p> <p>Outline Construction Traffic Management Plan (CTMP): BC stated that the outline CTMP will be updated to reflect design change. Access road inspection areas will be extended to include the length of access roads to the nearest proposed access.</p> <p>In response to NH Section 42 comment regarding updated traffic survey, BC stated that traffic counts were undertaken in mid-2022 at Ferry Road, the A280, Long Furlong, the A283 and the B2188. This traffic data was three years old or less and therefore acceptable regarding NH expectation stated in Section 42 comments received.</p> <p>CR requested information on the duration of temporary construction compounds. NC clarified that the assessment would assume these temporary construction compounds would be present for the entire construction phase of the Proposed Development. NC clarified that this does not mean the temporary construction compounds will experience the same rate of construction traffic throughout the construction phase of the Proposed Development.</p> <p>CR requested confirmation that the traffic data provided represented a total of 600 traffic movements throughout the construction programme of the Proposed Development.</p> <p>BC confirmed that this figure represented a peak in construction traffic and should not, therefore, be considered cumulative.</p> <p>BC noted that NH stated agreement regarding the proposed methodology for averaging the traffic flow. This related to the difficulties of predicting traffic flow at specific times throughout the day.</p> <p>KB noted that volume within flows across the network needed to be clearly stated within the assessment. BC acknowledged this, stating that assessment would consider the SRN.</p> <p>BC acknowledged South Downs National Park Authority (SDNPA) Section 42 comments regarding the potential for biodiversity impacts resulting from the delivery of visibility splays at access points. BC stated that the potential for impacts is reviewed when assessing access points in relation to design standards. BC addressed a WSCC comment regarding visibility splays, confirming that speed surveys will be undertaken where appropriate.</p> <p>BC proposed meetings with relevant highways officers to assess access points regarding design standard requirements and traffic management measures necessary to address potential visibility splay constraints.</p> <p>AK requested further engagement regarding access points on behalf of the A27 Arundel Bypass team. AP requested to be updated on the outcome of access point discussion. BC acknowledged these requests and proposed individual discussions with relevant Local Planning Authority (LPA) officers and the A27 Arundel Bypass team to address access points relevant to these consultees.</p> <p>BC acknowledged the request from NH for an outline Travel Management Plan (TMP). BC confirmed that the outline TMP will be produced in support of the ES Chapter and in consultation with consultees.</p> <p>BC acknowledged comments from WSCC regarding temporary works on narrow streets. BC outlined that the appropriateness of routes is considered and to be discussed with relevant highway officers. BC also noted temporary traffic management proposals would be discussed with local authorities.</p>	<p><b>1 - BC to engage with A27 Arundel Bypass team and SDNPA regarding access points.</b></p> <p><b>2 - BC to engage with Local Planning Authority officers regarding access points.</b></p>
<p><b>5</b></p>	<p><i>Survey update and next steps – Slide 15</i></p> <p>BC provided an update on surveys. Since November 2021, Automatic Traffic Counts (ATC) have been undertaken, completed April/May 2022. Survey locations included:</p> <ul style="list-style-type: none"> <li>• Ferry Road;</li> <li>• Long Furlong;</li> <li>• A283; and</li> <li>• B2118.</li> </ul>	<p><b>3 - BC to engage with WSCC regarding the results of traffic survey</b></p>

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	<p>BC noted that Crossbush Lane had not been surveyed as this area is not expected to be impacted by the Proposed Development.</p> <p>AP advised engagement with WSCC is undertaken due to proposed improvements at Long Furlong and how this may interact with proposed accessed on Long Furlong (Slide 14).</p> <p>BC outlined next steps, comprising:</p> <ul style="list-style-type: none"> <li>• Further engagement with consultees with respect to the TGITN, proposed temporary construction and permanent accesses, visibility splays and Public Rights of Way (PRoWs).</li> <li>• Progression of ES assessment, Outline CTMP, Outline PRoW Management Plan, Abnormal Indivisible Load (AIL) Access Study and Outline Travel Plan for inclusion in DCO Application.</li> </ul>	<p><b>on Long Furlong.</b></p>
<p><b>6</b></p>	<p><i>Mitigation measures and commitments – Slides 16 – 21</i></p> <p>BC presented draft embedded environmental measures and commitments relevant to the Transport aspect. The embedded environmental measures and the way in which these will be secured that were discussed are set out in Slides 16 – 21 of the Rampion 2 Transport and Socio-economics presentation 25/11/22.</p> <p>BC clarified that the crossing schedule will be prepared and provided as part of the Outline PRoWMP and the outline Code of Construction Practice (CoCP). BC noted that a schedule of PRoW crossings would be provided alongside submission noting the need for a public or temporary diversion.</p> <p>NCr requested further information on PRoW diversions required and the potential/predicted impacts of these on Non-Motorised Users (NMU). BC clarified that potential impacts would depend on specific temporary construction activities and that further information would be provided in the Outline PRoWMP, which would facilitate management of important strategic PRoWs such as South Downs Way and South Downs Link.</p> <p>CR requested further information regarding the use of bridges for access to construction locations.</p> <p>JZ clarified that, where trenchless crossing techniques are used, clear span bridges may be provided for construction traffic.</p> <p>AP requested further information on how heavy goods vehicle (HGV) routing would be enforced. BC clarified that HGV routing would be enforced through the CTMP and will avoid sensitive locations such as Air Quality Management Areas (AQMAs).</p> <p>BC outlined that designs for permanent accesses would be designed using the Design Manual for Roads and Bridges (DMRB)<sup>1</sup>.</p>	
<p><b>7</b></p>	<p><i>PEIR SIR discussion - Slide 22</i></p> <p>BC stated that while it is recognised that a number of the alternatives and modifications presented in the PEIR SIR are outwith the original Scoping Boundary, therefore introducing new locations for potential receptors, the assessment outcomes provided within the PEIR SIR do not identify any new receptors groups with respect to Transport. Therefore, the scope of the assessment for Transport remains in line with that described in the Scoping Report and subsequent Scoping Opinion.</p> <p>AP requested clarification of the definition of 'receptors.' BC clarified that this referred to additional types of receptors identified as a result of PEIR SIR additions and modifications.</p> <p>NC commented that the potential for impacts on large-scale roads resulting from the Proposed Development had remained the same between PEIR and PEIR SIR. In the case of smaller roads,</p>	

<sup>1</sup> Standards for Highways, 2022. *Design Manual for Roads and Bridges (DMRB)*. [Online] Available at: <https://www.standardsforhighways.co.uk/dmr/> [Accessed 14 February 2023].

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	<p>there was some potential for a greater number of impacts at PEIR SIR in comparison to PEIR as a result of design change.</p> <p>CR requested clarification on the number of access routes and trenchless crossing (e.g., horizontal directional drill (HDD)) sections at PEIR SIR in comparison to PEIR. NC clarified that the PEIR SIR had generated 30 additional access routes and 21 additional proposed HDD compounds compared to the original PEIR Assessment Boundary.</p>	
<p><b>8</b></p>	<p><b>Socio-economics</b></p> <p><i>Progress since November 2021 – Slide 24</i></p> <p>OC provided an overview of progress for the socio-economics aspect since November 2021. This comprised:</p> <ul style="list-style-type: none"> <li>• updating the assessment, baseline data and the tourism impact evidence base;</li> <li>• scoping the detailed assessment approach for tourism impacts at ES;</li> <li>• progressing the desk-based review of potential for recreation impacts and socioeconomic impacts; and</li> <li>• additional consultation for offshore recreation assessment.</li> </ul> <p>OC highlighted that consultation had been undertaken with local businesses along the onshore cable route regarding the impacts of Rampion 1.</p>	
<p><b>9</b></p>	<p><i>S42 consultation discussion: Tourism – Slides 25 - 27</i></p> <p>OC addressed S42 comments:</p> <p>Tourism Impacts: Potential tourism impacts were assessed in further detail, including an updated evidence base and additional research to consider the relationship between offshore wind farm development and tourism economy performance in coastal areas. No significant effects on tourism volume and value were identified at PEIR. It is predicted that no significant effects will be identified at ES. As a result, it is anticipated that a tourism fund will not be required. It is not anticipated that significant adverse effects will be assessed on the tourism economy at ES. As a result, specific additional mitigation is not anticipated to be required. Rampion 1 has been considered as part of the baseline. Operation and maintenance activities associated with Rampion 1 are included within Cumulative Effects Assessment offshore.</p> <p>Economic benefits (Jobs and Gross Value Added): Modelled impacts for Rampion 2 are lower than those for Rampion 1 as a result of Newhaven not being used as a construction port. Local economic benefits will be maximised through the Supply Chain Plan. A local employment and skills plan, which would set out details such as local training plans, is being considered. Educational benefits will be qualitatively assessed within the ES. An employment and skills plan will be considered. Significant adverse effects on the economy are not predicted, as a result a requirement for specific additional mitigation is not anticipated. The ES assessment will incorporate an Economy Reset Plan. Baseline data will comprise publicly available data at the time of publication. A full review recent policy updates is ongoing.</p> <p>DV commented that ADC would welcome the development of a local skills and employment plan. SL clarified that this is under consideration. A supply chain plan is being developed to maximise local economic benefits.</p> <p>DV requested further information on the proposed location of the construction port. SL and OC clarified that there is no commitment to using a port within the area at this time. The assessment assumes that the port is located outside Sussex County boundaries.</p>	

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	<p>NC noted that the port must be in proximity to a wind turbine factory. It is not feasible to propose a construction port in Sussex.</p> <p>DV requested further information on the potential for local skill development from operation and maintenance (O&amp;M) activities. OC clarified that the ES would assume that the O&amp;M port will be in reasonably close proximity to the Proposed Development. This will be stated in the ES, noting the skills required to enable future plans.</p> <p>Onshore Recreation: Engagement undertaken with recreational groups where concerns have been expressed. It is not anticipated that further survey would add value to existing engagement activity. Further consultation has been undertaken with stakeholders in the Washington Recreation Ground area. To date, no responses have been received. An outline PRowMP has been produced and will be submitted alongside the DCO Application. Engagement with stakeholders is incorporated into the outline PRowMP. Where data from Strava was used, it was clarified that this is only for relative assessment and is cross-checked against aerial photographs and/ or ground survey wherever possible. Other, relevant, environmental aspects are considered within the assessment and, where appropriate, covered in the outline PRowMP. Minimizing impacts on key routes is a consideration within the outline PRowMP.</p> <p>MF highlighted efforts to engage with location recreation groups, noting a lack of response from leading to date. AP clarified that upgrades to the bridleway at Sullington Hill had been undertaken to tie in with potential improved use of the bridleway as a result of the Proposed Development.</p>	
<p><b>10</b></p>	<p><i>Survey update and next steps – Slide 28</i></p> <p>MF provided an update on onshore recreation survey. Since November 2021, desk-based assessment has been undertaken to assess all onshore cable route alternatives and modifications using a combination of aerial photography, 'Streetview', Strava Global Heatmap, WSCC interactive map of PRowWs and Ordnance Survey 'Explorer' maps. A site walkover survey of PRowWs is being progressed. MF highlighted that original baseline data was acquired pre- and / or during the COVID-19 pandemic. As a result, some data may be unrepresentative of current and future recreation activity. It is proposed to undertake further data searches, representing post pandemic conditions, to allow revision of baseline data included in the ES.</p> <p>MF requested updated PRow recreation activity data since the COVID-19 pandemic from South Downs National Park Authority (SDNPA) and WSCC where available.</p>	<p><b>4 – MF to consult with SDNPA and WSCC for post COVID-19 pandemic updated PRow recreation activity data.</b></p>
<p><b>11</b></p>	<p><i>PEIR SIR Discussion – Slides 29 - 34</i></p> <p>MF stated that Longer Alternative Cable Route (LACR)-01a and LACR-01b are not predicted to result in residual significant effects compared to those identified in the PEIR.</p> <p>MF provided an update on areas with the potential to be impacted by the Proposed Development. MF highlighted Restricted Byway 2092; to be crossed via an open trench as part of LACR-01c. MF noted that this route is of high recreational value. AP requested further information on the potential for a trenchless crossing (e.g., HDD) in this location. NC noted that a trenchless crossing at Restricted Byway 2092 remained optional. NC encouraged attendees to consider the benefits and drawbacks of a trenchless crossing at Restricted Byway 2092 and to reflect these in consultation responses.</p> <p>MF acknowledged the potential impact on horses and riders as a result of construction traffic, clarifying that appropriate mitigation will be proposed.</p>	



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	<p>MF highlighted the potential for impact on PRoW 2211 (Monarch's Way), noting that LACR-02 has the potential to require a significant diversion for this PRoW.</p> <p>AP requested clarification regarding Alternative Access (AA) AA-29 (Monarch's Way).</p> <p>NC clarified that, if LACR-02 is selected as the preferred onshore cable route, access routes utilising AA-29 would be required. AP noted that Monarch's Way would benefit from detailed assessment in this case. MF clarified that Monarch's Way would be assessed by site walkover survey to determine the viability of proposed diversions.</p> <p>TB noted WSLAF concerns regarding construction traffic presence on access routes used by horses and riders, highlighting that mitigation would be required. NC clarified that construction traffic impacts on Non-Motorised Users (NMU) is considered through assessment. NC stated that the Proposed Development aims to use existing routes, rather than create new routes. NC requested clarity in consultee responses in regard to the extent to which this is acceptable.</p> <p>TB provided further information on the potential impact to NMUs.</p> <p>RL suggested consultation with the British Horse Society (BHS). NC clarified that consultation with the BHS had been undertaken.</p> <p>MF clarified that disruption to Monarch's Way would be temporary and short term.</p> <p>AP noted that AA-21 links to Michelgrove which interacts with Monarch's Way.</p> <p>NC requested that consultees consider where AAs may be inappropriate. The preferred option selection process considers the number of AAs proposed and how these will be used.</p> <p>MF clarified that Bridleway (BW) 3558_1 is crossed by AA-31. Use would be temporary and intermittent.</p> <p>AP requested further information on the naming convention for AAs, noting that AA-31 is also referred to as AA-09 in reporting. NC clarified that alternative numbering related to the way in which AAs are used within different onshore cable route options. AP suggested a more consistent approach to numbering the AAs to avoid confusion. NC and JZ clarified that further explanation of the numbering convention is provided in the PEIR SIR and associated appendices.</p>	
<p><b>12</b></p>	<p><i>PEIR SIR discussion: Wider socio-economic effects – Slide 34</i></p> <p>SL provided an overview of the wider socio-economic effects of the Proposed Development; this included no significant impacts on the economy and specifically the tourism economy. SL noted that the impact on access and enjoyment of inshore and offshore recreation witnessed no changes resulting from the PEIR SIR route modifications and additions.</p>	
<p><b>13</b></p>	<p><i>Mitigation measures and commitments – Slide 35</i></p> <p>SL provided an overview of embedded environmental measures, noting that these are under review as part of the EIA process. Embedded environmental measures identified in the original PEIR continue to be updated and reviewed through the ongoing iterative EIA process. The assessment does not anticipate significant adverse effects on the tourism economy. It is not anticipated that specific mitigation will be required. A local employment and skills plan is under consideration. This will set out details such as local training plans. The original PEIR identified potential significant effects on recreational angling and scuba diving. Mitigation for potential significant effects will be set out in the ES.</p>	



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14	<p><i>Targeted consultation Q and A – Slide 36</i></p> <p>MF stated that there would be further engagement with stakeholders to update PRow use data.</p> <p>JM and NC thanked consultees and noted that minutes would be distributed.</p>	
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<b>Rampion 2</b>		
<b>Evidence Plan Process: Physical Processes, Benthic ecology &amp; Fish ecology Expert Topic Group Meeting</b>		
<b>Date:</b> 26/05/2022		<b>Location:</b> Videoconference via Microsoft Teams
<b>Attendees</b>		
██████████ (JS)	Marine Management Organisation (MMO)	Case Officer
██████████ (LO)	Marine Management Organisation	Case Manager
██████████ (LSC)	Centre for Environment, Fisheries and Aquaculture Science	Fish Ecology Specialist
██████████ (MG)	Centre for Environment, Fisheries and Aquaculture Science	Fisheries Regulatory Advisor
██████████ (JE)	Centre for Environment, Fisheries and Aquaculture Science	Benthic Ecology Specialist
██████████ (GE)	Centre for Environment, Fisheries and Aquaculture Science	Fisheries Advisor
██████████ (CR)	Centre for Environment, Fisheries and Aquaculture Science	Shellfish Specialist
██████████ (SW)	Centre for Environment, Fisheries and Aquaculture Science	Coastal Processes Advisor
██████████ (EP)	Natural England (NE)	Case Officer
██████████ (HM)	Natural England	Marine Senior Adviser
██████████ (AA)	Natural England	Fish Ecology Specialist
██████████ (MA)	Natural England	Marine Ecology Specialist
██████████ (YF)	Natural England	Offshore Wind Case Officer
██████████	Natural England	
██████████ (SB)	Environment Agency (EA)	Sustainable Places Planning Advisor
██████████ (DB)	Environment Agency	Technical Officer Fisheries
██████████ (TL)	Environment Agency	Flood and Coastal Risk Management Officer
██████████ (MD)	Environment Agency	Monitoring Officer
██████████ (SW)	Sussex Wildlife Trust (SWT)	Living Seas Officer
██████████	Sussex Inshore Fisheries & Conservation Authority (Sussex IFCA)	
██████████ (DL)	ABPmer	Physical Processes Specialist
██████████ (TM)	Subacoustech	Underwater Noise Specialist
██████████ (SL)	GoBe Consultants Ltd	Fish Ecology Specialist
██████████ (AdB)	GoBe Consultants Ltd	Fish Ecology Specialist
██████████ (AD)	RWE Renewables	Environmental Advisor
██████████ (TG)	GoBe Consultants Ltd	Offshore EIA Project Director
██████████ (NH) - Chair	GoBe Consultants Ltd	Offshore EIA Project Manager
██████████	GoBe Consultants Ltd	Offshore EIA Assistant Project Manager
██████████	GoBe Consultants Ltd	Benthic Principal Consultant
██████████	GoBe Consultants Ltd	Benthic Specialist Consultant
<b>Apologies</b>		
██████████	Natural England	Case Manager
██████████	Wood Plc	Overall EIA Project Manager
██████████	RED	Project Manager
██████████ (RF)	Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Underwater Noise Impact Scientist

Agenda Item	Agenda Item
1	Welcome and previous meeting action points

Agenda Item	Agenda Item
2	Updates on the Proposed Development and activities undertaken to date
3	Physical Processes <ul style="list-style-type: none"> <li>• Discussion on remaining S42 Consultation</li> <li>• Agree ES Assessment approach</li> </ul>
4	WFD Assessment
	Break
5	Benthic Ecology <ul style="list-style-type: none"> <li>• Discussion on remaining S42 Consultation</li> <li>• Agree ES Assessment approach</li> </ul>
6	Fish & Shellfish Ecology <ul style="list-style-type: none"> <li>• Discussion on remaining S42 responses</li> <li>• Agree ES Assessment approach</li> </ul>
7	AOB and meeting wrap up

### Minutes of Meeting

Agenda Item	Notes	Actions
1	<ul style="list-style-type: none"> <li>• Attendee list and general housekeeping. Participants made aware that the meeting was being recorded. No objections noted.</li> </ul>	
2	<ul style="list-style-type: none"> <li>• NH gave updates from project and feedback regarded BB UWN and CMP.</li> </ul>	<p><b>Follow up meeting for UWN Black bream with MMO and NE S42 comments</b></p>
3	<p><u>Benthic Ecology</u></p> <ul style="list-style-type: none"> <li>• AB gave updates following S42 consultation responses. Stakeholders concerns of lack of habitat mapping and lack of site specific survey data. Sine PEIR, further SSS data has been added to habitat mapping, this has been prioritised within the habitat map. Concerns regarding differences in model outputs from PEIR and ES, providing an appraisal – SSS data not available at PEIR. Concern about sample numbers, assured stations were allocated following review of geophysical data and gave good coverage of habitat. Important to stress, sites outside of the area provide essential information of geophysical habitat types and secondary impact zone.</li> <li>• AB – Stakeholders expressed concerns regarding sediment plume modelling on impacts of designated sites. This has been assessed for all activities across all protected sites and designated features. A 16km boundary of the model, worth stating the impact and high-level impacts are in more refined areas.</li> <li>• AB – <b>Sensitivity matrix</b> – concerns raised on definitions of sensitivity. Gave overview of sensitive categories. The highly sensitive features and would still result in significant impact.</li> <li>• AB – <b>Floatation pits</b> – few concerns raised. Following the review with landfall, this will be removed from design envelope and no longer assessed in ES</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• AB – Sensitive features and mitigation. Technical note provided by RED and stakeholder feedback has been given but still being reviewed. Overview of comments and feedback. A typical annex I assessment to be undertaken. NE endorse further survey work due to time of benthic surveys. Surveys delayed due to covid – not appropriate to undertake additional surveys.</li> <li>• AB – <b>Assessment conclusion</b> – chalk reef significance, proposed mitigation options for cable to minimise footprint and identify shortest path. The footprint will be assessed using this. Where micro siting can be used, it will. Temporary impacts to features suggested as permanent loss will be included in permanent loss section. Reassured consultees all evidence in chapters and assessments will be used to inform the benthic chapters for alignment with most recent data.</li> </ul> <p><u>Comments/questions:</u></p> <ul style="list-style-type: none"> <li>• MD - Black spots not on the key, what are those? Particle size analysis?</li> <li>• AB – yes, I assume this requires updates</li> <li>• TG – Target locations and green is benthic.</li> <li>• AB – Will review and recirculate</li> </ul> <p><i>Drop down camera</i></p> <ul style="list-style-type: none"> <li>• EP – NE response, raised concerns. Useful to have a more detailed paper with analysis of data. Concerns on reliability of predictive mapping. Does this account for areas not with ground truthing? Concerned to see the drop down cam was poor quality and several survey failures giving limited reliability.</li> <li>• AB – The area of poor quality drop cam images were still good enough to conduct an assessment. We will provide feedback on comments of additional concerns and grab location fails.</li> <li>• NH – predicative habitat model filled a gap to deliver PEIR. Normally this wouldn't be required. Therefore, this shouldn't be reliant in the habitat data but strengthened ground survey data</li> <li>• EP – We would expect to see more Sabellaria so were concerned on the reliability of the data.</li> <li>• NH – We will come onto sab points, the level of drop down was increased in cable corridor. Therefore, the sab would have been the focus of this. We can update this on annex I</li> <li>• TG – These informed areas of potential areas of biogenic reefs. The geophysical data provides an initial and then the drop down video provides sufficient data to identify biogenic reef locations.</li> <li>• EP – useful to understand.</li> </ul> <p><i>Matrices</i></p> <ul style="list-style-type: none"> <li>• EP – concerning matrices, the assessment doesn't match up and affectively level 'high' was downgraded in significance by adding in 'very high' – not consistent across the PEIR.</li> <li>• AB – we will take that away, thank you.</li> <li>• NH – Matrices consistent as possible and some cases needed extra categories.</li> <li>• EP – The addition of 'very high' needs to not downgrade other matrices</li> <li>• NH – are you happy this is retained for the benthic chapter?</li> </ul>	<p><b>Figure of benthic sample analysis to be reviewed – black spots on key</b></p>

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• EP – We need to see the chapters and then make a judgement. NE is seeing this across assessments. Understand that this is different dependant on chapters.</li> </ul> <p><i>Sensitive sites and surveying</i></p> <ul style="list-style-type: none"> <li>• EP – Report suggested turbidity was a problem, if this is not the case we can discuss this. NE concerned on timings of surveys over winter.</li> <li>• AB – Go back to report and make it clear drop down was of good quality to undertake the assessment</li> <li>• EP – Chalk reef significance taken as permanent in habitat loss</li> <li>• SW – Pleased to hear that it will be going in permanent habitat loss. Interested to know, what is then the compensation? Has this been decided?</li> <li>• AB – Due to updated method, it will be a very small patch on permanent damage.</li> <li>• NH – Cable mitigation report, gave approximation 30% of cable route impacted from drilling. We would need to inform that with Site specific survey data preconstruction. The area of chalk reef with permanent damage highly localised and very small. HDD not viable. We will have to go through this area of chalk, and this will be minimal. 10 – 15 meters wide trench, but our methods would be the 1 – 4 meters. Therefore, we will be reducing the trench width and not have to reinstate the chalk feature.</li> <li>• JE – If there is further discussion on the benthic habitat map happy to join, will this be in an annex?</li> <li>• NH – This will be circulated as an annex that will be submitted to the DCO.</li> <li>• JE – Is there going to be a discussion about this when it has been feedback?</li> <li>• NH – This can be a targeted question we can respond to and we will be having a follow up meeting with Cefas, MMO and NE</li> </ul>	<p><b>Follow up meeting with Cefas, MMO and NE concerning cables passing through chalk feature and permanent habitat loss</b></p>
4	<p><u>Physical Processes</u></p> <ul style="list-style-type: none"> <li>• DL – Gave updates and thanks for S42 Comments. Noted additional comments from NE. Project design updates overview. Results from wave modelling and sediment deposition and concentration updated. Updated wave modelling consistent with PEIR. The layout reflects different possible layout scenarios.</li> <li>• DL – summary of offshore topics – Comment concerning detail in text and tables in sediment form modelling. Additional figures have been produced to account for this.</li> <li>• DL – Impacts on sandbanks, still limited and can't create new historical data. Very little effects shown. No measurable effect on pattern of tidal current and therefore no effect on sediment transport pattern. See no reason why the development would affect this.</li> <li>• DL – Coastline variability known to be variable. Decisions concerning coastal protection to be decided by EA. Engaging in cable corridor mitigation plan process concerning landfall. Not responding to S42 comments concerning more detailed explanation of landfalls thus far, this will be addressed further down the line. Temporary floatation pits are no longer required. HDD exit pits still to be assessed but with smaller numbers.</li> </ul> <p><u>Comments/questions:</u></p> <ul style="list-style-type: none"> <li>• SW – It's what we asked for. No worries for now.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• YF – Thank you for considering our comments. Do you have actual mapping of deposition thickness, it's difficult to gage where this data fits within the overall story without the context of the chapter.</li> <li>• DL – all information will be provided as a package in the ES. The difficulty is each individual activity is very localised and limited displacement of sediment will occur for digging or trenching. This highly localised method is difficult to visualise.</li> <li>• SW – For benthic receptors, is there a sketch of the temporal basis on an annual term? What is the overall effect and how long is the effect lasting above the natural level? Where you have works occurring in good conditions, what additional time per year are you creating plumes?</li> <li>• DL – information has been distributed within the results and this has been summarised in relation to local areas. I will make sure there is a clear timeline of effects in any given location.</li> <li>• AB – We take temporal SS into consideration for benthic ecology.</li> <li>• EP – When looking at other chapters, we need to be able to understand what the impacts are within sensitive sites. The modelling needs to be of a quality that could be understood throughout. Really important that this is demonstrated in the chapters. Spreadsheet base modelling doesn't do this.</li> <li>• DL - There is a boundary line, and it will be quite clear that stronger effects will be limited to that specific area and no effect from high levels outside of the 500m buffer. The buffer line within the figure could be made bolder.</li> <li>• MD – Tidal excursion buffer, where is the disposal area? Is there interference between the two or does it fall short?</li> <li>• DL – We may have to come back to this.</li> <li>• YF – Can you show you have evidence that there is little to no effect on the sediment and tidal regime or historical analysis on how sandbanks may change – you will then have a baseline. Can you provide evidence of the no effect?</li> <li>• DL – Yes, we have information for this and collected this. As we won't be interfering with the natural processes, we won't need to investigate this further.</li> <li>• SW – rather than saying there is no chance of effect, you should say there's limited ways you can tell.</li> <li>• EP – we don't want to see the coastal area by landfall rolling back or infrastructure that requires defence just for that. A design compatible for future rollback.</li> </ul>	
	<p><i><u>10 minute break</u></i></p>	
<p>5</p>	<ul style="list-style-type: none"> <li>• <u>Fish &amp; Shellfish Ecology</u></li> <li>• <u>SL</u> – Gave update to Fish and Shellfish Benthic Ecology. Stakeholders concerns on site based survey data and baseline data sets. The older data sources are currently the most accountable, better referencing has been included.</li> <li>• <u>SL</u> – Black Bream monitoring surveys, broadly in agreement that the data has been used to characterised receiving environment and likely nesting effort. Not one complete full picture across entire area. Whilst the coverage isn't comprehensive, the areas demonstrate a consistent use of the thin band spawning. There is a clear pattern across the data pattern of the strip used by Black bream. This is adequate for EIA to understand where nesting is occurring</li> </ul>	<p><b>Follow up meeting concerning Black beam UWN thresholds and references used.</b></p>

Agenda Item	Notes	Actions
	<p>and nesting density. The EIA assumes the impacts will be realised and mitigations used. Commentary received regarding interannual variation. Best route around this may be sub bottom profiling to identify thin material which may be better placed with broad side scan and bottom profile data.</p> <ul style="list-style-type: none"> <li>• SL – <b>UWN</b> – Current conclusions based on stationary receptor and behaviour threshold indicate limited interaction with spawning grounds. Potential to introduce UWN mitigation. For Sandeel, MMO questioned inclusion of Sandeel for UWN, we agree, IFCA encouraged the considerations. We have provided additional recommended references.</li> <li>• SL – <b>Seabass and Black bream</b> – recognise feedback of precautionary thresholds. There is a range within seabass studies, the decision was made to go for 147 db thresholds. We decided this due to previous studies indicated there is an increase in oxygen uptake and 184 db. Using seabass as a proxy. The upper seabass threshold would be closer to the clearly even higher threshold identified for black bream in other studies.</li> <li>• SL – Request for seahorse to be included as a static receptor has been included. Other noise sources can confirm this has been included. A request for assessment of UXO, the challenge with this is there is not sufficient certainty as to what level of UXO will be present and this will be a separate licencing period. This needs to reflect the need for a high resolution survey has a short lifespan and should be carried out just before construction. A more detailed assessment is not possible at this point.</li> <li>• SL – Habitat loss – the assessment is assuming there is a risk of impact. Worth noting the seasonal restriction has been put forward for secondary impacts.</li> <li>• SL – gave overview of assessment conclusions. Looking at NE feedback for direct disturbance, with broad spread nature of Black bream, the conclusions were reasonably comfortable that the sensitivity has been revisited and further evidence has been provided. Core areas across baseline description which we have reached common ground or supplied further evidence, <b>black bream conversations to be had moving forward.</b></li> </ul> <p><u>Comments/questions:</u></p> <p><u>Seasonal restrictions</u></p> <ul style="list-style-type: none"> <li>• EP – Rampion 1 had a seasonal restriction to herring, what survey information do we have now that tells us this isn't needed now?</li> <li>• SL – The restriction was relaxed. The modelling outputs and likelihood of meaningful interactions with gravel is low with these particular grounds</li> <li>• EP – that's useful, thank you</li> <li>• LSC – we are relatively comfortable with the references you have used. Note on ILHS data, the herring working group ICES have refined IHLS surveys, only two moving forward. In terms of spawning, this is well refined. Need to look at modelling first as before. Need to work out how we will advise on this to address concerns.</li> <li>• EP – In terms of cable corridor mitigation, our concern is the data that has gone into the mitigation. The aggregates data has been included, does this include poorly timed surveys and benthic data with the potential for bream to be present in good conditions. What has been used to determine nest locations?</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• NH – We incorporated all data available. We now have more aggregates data to incorporate in mitigation which included aggregate and drop down data. We included 2020 and 2019 as well as middle period which wasn't presented in the report</li> <li>• AA- Clarify the use of the composite data set, the MCZ objectives don't distinguish between core areas and not as much used areas or 'less dense'</li> <li>• SL – The reason that the language core and less dense – this reflects the informant of the MCZ, we've not coined this specifically this has been inherited. Take it on board the legislation doesn't distinguish that. The IFCA data supported by the aggregate industry has been used and hope this is acknowledged as a good data set</li> <li>• AA – we are in the process of publishing a report on BB nesting habitat characteristics across the UK and there has been a couple of instances of BB nesting on bare rock as well, this can inform this moving forward. This is qualitative and photographic evidence. Once this is published, we can circulate</li> <li>• SL – That will be really helpful thank you.</li> <li>• EP – Our position is unless you present additional information to what we have seen, we feel the only reliable approach is a seasonal restriction. Unless there is new evidence, we do not want to discuss thresholds further.</li> <li>• SL – NE don't agree with the 2016 black bream study?</li> <li>• AA- we don't disagree with the paper; we disagree with the evidence. A bream in a lab, the threshold response in the paper is only one sound and one single response. There is no measurement of bloodwork. It is not the crucial piece of evidence, upon re reading, it only says 'when you direct this noise at bream, they exhibit this response' this is laid out clearly in the response. It's not that we disagree of the paper, we disagree of your interpretation. It only gives you information about one level of noise, there is an absence of info on other level of noise</li> <li>• TG – We are trying to establish a threshold and response to inform the mitigation to get a meaningful mitigation plan. Trying to practically deliver the project and sufficient projection to a population of black bream. If we can establish an acceptable basis to build the mitigation.</li> <li>• AA – a common goal. We will be as clear as possible in our advice. The key point being about the nesting, this is getting overlooked and this needs to be a key consideration of the MCZ, particular behaviours at a particular site and time.</li> <li>• SL – Yes, that is why we went for the lower 147db threshold which seemed to be missed in responses. The project is considering the implications of the use of 147 db and seasonal restriction</li> <li>• TG – it would be good to set up a meeting to resolve this, we would really appreciate this being in the next month or so.</li> <li>• AA – as a consenting risk, if we can reach areas of agreement or disagreement then move on from there. Discussing the capability of mitigation is the best way forward. We need to establish 'what is background noise' setting thresholds is difficult due to lack of evidence. We have some telemetry arrays to be kept in over 5 years, and hoping to get an understanding on species sensitivity, to try to tackle this issue.</li> <li>• TG – we tried to put forward in that paper, the ambient noise and exceedents noise level measure to establish a meaningful threshold response. If we can't come up with a number, then maybe a level that exceeds ambient.</li> </ul>	



Agenda Item	Notes	Actions
	<ul style="list-style-type: none"> <li>• LSC – in terms of way forward, we are happy to be a part of the discussion, but we are also following NE in terms of the nesting site concern and can only advise there is a restriction. Unless we can see further evidence for the noise we can't move forward. We want the project to move forward so finding a common ground is important</li> <li>• TM – Reiterate that if we are looking at identifying thresholds for disturbance for modelling mitigation, we need to ensure thresholds are referenced to some sort of background or ambient noise level.</li> <li>• NH – we will seek to arrange another meeting to discuss this further</li> <li>• EP – Can we take the UXO survey point away for now.</li> <li>• EP – Concerning the habitat loss - With the seasonal restriction, we haven't had any more information since PEIR concerning this. The array is a separate issue for this</li> <li>• SL – This has been considered in the ES</li> <li>• AA – Again, the repost we are finalising is capturing all known knowledge of black bream nesting around the UK, we can send this over to you as soon as possible. Can I ask that the invitation for the follow up meeting be circulated to all of those within the meeting concerning the Black bream thresholds.</li> </ul>	
6	<ul style="list-style-type: none"> <li>• EP – General point, a particular slide in timeline, can we get an updated timeline? It seems likely there will be a delay. Can you give us some more clarity on these timescales?</li> </ul> <p>NH – We will keep you updated; we are ongoing with consultation within the programme. Particularly bream and SLVIA before we submit the application. We are trying to stick as close as possible to the programme so if we could arrange the follow up meeting within the next month that would be helpful. I can send you an update in the next couple of weeks.</p>	

## Meeting Minutes



**Date:** [28/11/2022 13:00 – 14:30]

**Meeting at:** Online – Microsoft Teams

### Subject / purpose:

Rampion 2 Expert Topic Group (ETG) Meeting. Transport and Socioeconomics.

### Attendees:

██████████ (GB) (WSP)	Associate Director - Transport Lead
██████████ (CC) (West Sussex County Council (WSCC))	Principal Manager for Economic Growth
██████████ (OC) (Hatch Regeneris)	Associate Director - Socioeconomics
██████████ (VC) (South Downs National Park Authority (SDNPA))	Principal Planning Officer
██████████ (NC) Rampion Extension Development Ltd (RED))	Rampion 2 Onshore Consents Manager
██████████ (BC) (WSP)	Technical Director –Transport
██████████ (MF) (Hatch Regeneris - Associate)	Countryside and Recreation Consultant - Socioeconomics
██████████ (IG) (WSCC)	Principal Planner – Highways
██████████ (AH) (WSCC)	Rampion 2 Project Officer
██████████ (CS) (WSP)	Assistant Environmental Impact Assessment (EIA) Project Manager
██████████ (NS) (WSCC)	Principal Public Rights of Way Officer
██████████ (JM) (WSP)	EIA Project Manager
██████████ (JZ) (WSP)	Onshore EIA Project Manager

### Apologies:

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### Actions Summary:

Number	Action
1	BC to arrange further meeting with SDNPA to review sensitive receptors within the SDNP.
2	BC to arrange further meeting with WSCC to discuss LACR / A27 crossing.
3	BC to provide NH with further information regarding onshore traffic generation resulting from Crew Support Vessels.
4	BC to arrange further meeting with WSCC and SDNPA regarding the outline PRowMP.
5	OC to provide information on seaside tourism, economics, and employment evidence to SDNPA and WSCC prior to DCO Application.
6	MF to request data on use of PRowWs from SDNPA and all stakeholders who supplied previous information on PRowWs previously.

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	Topic of Discussion	Actions
1	<p><i>Welcome – Slide 2</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were conducted for all attendees.</p>	
2	<p><i>Project update – Slide 4</i></p> <p>NC provided a project update. This noted ongoing onshore consultation, ending 29<sup>th</sup> November 2022. NC provided a summary of the onshore cable routes including alternatives, modifications, and Longer Alternative Cable Routes (LACRs). It was noted that the Oakendene substation had now been selected by RED. NC outlined that the onshore substation option decision and a reduction in the number of offshore wind turbines offshore were not subject to the ongoing consultation.</p> <p>NC noted that due to a reduced attendee list attention would be focussed on issues raised relevant to the stakeholders present.</p>	
3	<p><b>Transport</b></p> <p><i>Progress update since November 2021 – Slide 6</i></p> <p>BC provided an overview of progress for the transport aspect since November 2021. This comprised; input into evolving project design, a review of the Section 42 (S42) comments received and progression of actions, meeting with National Highways (NH) (16<sup>th</sup> February 2022), completion of traffic counts in April/May 2022 on West Sussex County Council (WSCC) highways links, publication of the Preliminary Environmental Information Report (PEIR) – Supplementary Information Report (SIR) and update of baseline data.</p> <p>VC requested further information regarding the assessment of impact on national parks within the Environmental Statement (ES). VC requested that inter site trips and their impacts are considered within the ES. BC clarified that the Study Area for the transport assessment addresses roadways leading to the proposed Development Consent Order (DCO) Limits and provides actual traffic figures to the noise and vibration and air quality (AQ) assessments. BC added that all receptors within the Study Area were identified within PEIR and PEIR SIR. VC noted that many of these receptors are in the South Downs National Park (SDNP). VC requested more information on how the Traffic Generation Impact Technical Note (TGITN) will contribute to the assessment; would receptors outside the PEIR Assessment Boundary be considered? BC clarified that Transport will only consider receptors within the PEIR Assessment Boundary.</p> <p>NC clarified that the PEIR and PEIR SIR have not looked at the results in context as the impacts have generally been found to be insignificant in EIA terms.</p> <p>VC requested further information on the consideration of sensitive receptors within the assessment. BC clarified that the assessment uses proportional impact, considering increase in traffic resulting from the Proposed Development. This includes thresholds for sensitive and non-sensitive receptors. Where lower thresholds are met, these trigger an assessment for sensitive receptors. BC suggested a review of sensitivity within SDNP with South Downs National Park Authority (SDNPA). VC agreed that this would be beneficial. BC proposed a call to review this.</p> <p>AH noted that the A27 Bypass Project has not yet been consented and requested further information on how consented highway schemes are considered within the assessment. IG clarified that the consented schemes will be considered in the assessment. The A27 Scheme does not directly interact with the Proposed Development. The Lyminster Bypass Project is</p>	<p><b>1 – BC to arrange further meeting with SDNPA to review sensitive receptors within the SDNP.</b></p> <p><b>2 – BC to arrange further meeting with WSCC to</b></p>

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	<p>currently in progress and is crossed by Longer Alternative Cable Route (LACR) 01. IG noted that assessment considers the current design and optionality of the Proposed Development rather than a design freeze. IG suggested further calls to discuss this.</p> <p>JZ confirmed that this would be arranged.</p>	<p><b>discuss LACR / A27 crossing</b></p>
<p><b>4</b></p>	<p><i>Section 42 (S42) Consultation Discussion – Slides 7 - 14</i></p> <p>BC addressed S42 comments:</p> <p>Traffic survey: BC noted WSCC agreement on new traffic survey requirements on highways links. New data from September 2021 will be accepted. A review of available traffic data will be undertaken in support of the Environmental Statement (ES).</p> <p>Traffic Generation: BC acknowledged the requirement for a TGITN. This will be prepared and submitted alongside the DCO Application.</p> <ul style="list-style-type: none"> <li>• BC stated that, based on discussion with WSCC and NH, a TGITN will be produced setting out: the methodology for the calculation of the traffic generation during the construction programme;</li> <li>• the distribution of the construction traffic on the Strategic Road Network (SRN) and local road network; and</li> <li>• identification of the broader traffic impacts on the road network.</li> </ul> <p>Crew Support Vessels: BC acknowledged NH request for further detail regarding onshore traffic generation resulting from Crew Support Vessels.</p> <p>Outline Travel Plan: BC confirmed that an outline Travel Plan would be prepared in support of the DCO Application.</p> <p>Access and Visibility: BC clarified that information relating to temporary construction accesses is detailed in documentation provided to date. Further detail will be provided as part of the ES, including road safety audits and speed assessments.</p> <p>AH noted three potential temporary construction compounds at Washington, requesting further information on optionality. NC clarified that it is likely one temporary construction compound will be removed before the DCO Application.</p> <p>AH requested clarification on the expected number of temporary construction compounds to be retained. NC clarified this would be confirmed through refinement activities. The DCO Application would include all required temporary construction compounds.</p> <p>AH noted WSCC understood that a single compound at Washington would be required, rather than a combination of the three currently included in the design.</p> <p>VC confirmed this was also SDNPA understanding.</p> <p>SDNPA had requested a consideration of in-combination effects. VC requested further clarification on this.</p> <p>NC clarified that a consideration of in-combination effects would be dependent on the specific compounds selected at final design. The decision regarding the number of compounds may be made based on their size rather than the number of compounds required. NC advised consultees to consider detail relating to compounds provided at PEIR stage in any further responses on this issue.</p> <p>BC clarified that the outline Construction Traffic Management Plan (CTMP) would be updated to reflect any design changes, including a consideration of in-combination effects. A complete</p>	<p><b>3 – BC confirmed that further information will be provided to NH regarding onshore traffic generation resulting from Crew Support Vessels.</b></p>

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	<p>review would be undertaken prior to DCO Application. BC added that access road inspection areas would be extended to include the length of access road to the nearest proposed access.</p> <p>BC noted WSCC S42 concerns regarding the number of temporary accesses proposed. BC highlighted that accesses will be considered in further detail in support of the ES, allowing the traffic generation at each access point to be determined. BC clarified that multiple accesses may be required along a single road.</p> <p>BC addressed SDNPA Section 42 comments regarding the need to consider visibility splays and their impact on biodiversity loss. BC clarified that speed surveys will be undertaken. The necessity for and extent of visibility splays will be checked against road speed limits in order to minimise biodiversity loss where possible. BC confirmed that a road safety audit will be undertaken for all permanent access points to ensure the extent of visibility splays are appropriate.</p> <p>BC addressed SDNPA and NH Section 42 comments regarding sustainability. BC clarified that sustainability will be considered as part of the outline Travel Plan.</p> <p>BC addressed NH Section 42 comments regarding visibility splays at the A27 hollow junction. BC clarified that these will be addressed as part of access and visibility assessments. The suitability of roads allowing the use of Heavy Goods Vehicles (HGVs) will be further reviewed at Design Freeze.</p> <p>BC addressed WSCC Section 42 comments regarding temporary works in narrow streets. BC outlined that the appropriateness of all routes is eligible for discussion with relevant highways officers. BC also noted temporary traffic management proposals would be discussed with Local Planning Authority (LPA) officers.</p>	
<p>5</p>	<p><i>Survey update and next steps – Slide 15</i></p> <p>BC provided an update on surveys. Since November 2021 Automatic Traffic Counts (ATC) have been undertaken, completed April/May 2022. Survey locations included:</p> <ul style="list-style-type: none"> <li>• Ferry Road;</li> <li>• Long Furlong;</li> <li>• A283; and</li> <li>• B2118.</li> </ul> <p>BC noted that Crossbush Lane had not been surveyed, as this area is not expected to be impacted by the Proposed Development.</p> <p>AP advised engagement with WSCC is undertaken due to proposed improvements at Long Furlong and how this may interact with proposed accessed on Long Furlong (Slide 14).</p> <p>BC outlined next steps, comprising:</p> <ul style="list-style-type: none"> <li>• Further engagement with consultees with respect to the TGITN, proposed temporary construction and permanent accesses, visibility splays and Public Rights of Way (PRoWs); and</li> <li>• Progression of ES assessment, outline CTMP, outline PRoW Management Plan (PRoWMP), Abnormal Indivisible Load (AIL) Access Study and Outline Travel Plan for inclusion in DCO Application.</li> </ul>	
<p>6</p>	<p><i>Mitigation measures and commitments – Slides 16 - 21</i></p> <p>BC presented draft embedded environmental measures and commitments relevant to the Transport aspect. The embedded environmental measures and the way in which these will be secured that were discussed are set out in Slides 16 – 21 of the Rampion 2 Transport and Socio-economics presentation 28/11/22.</p>	

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	<p>BC clarified that the crossing schedule will be prepared and provided as part of the Outline PRowMP and the outline Code of Construction Practice (CoCP). BC noted that a schedule of PRow crossings would be provided as part of the DCO Application, noting the need for a public or temporary diversion.</p> <p>NS commented that WSCC preference would be to review the outline PRowMP as soon as possible. BC clarified that an Outline PRowMP would be provided at DCO Application. BC proposed discussion with WSCC regarding PRowWs with the potential to be impacted by the Proposed Development.</p> <p>VC commented that SDNPA had raised issues in relation to the Outline PRowMP published alongside PEIR and noted further discussion on these would be welcomed. VC highlighted concerns regarding the consequential impacts on the South Downs National Park (SDNP).</p> <p>BC clarified that any diversions of PRowWs would be as minimal as possible and would provide adjacent crossings where viable.</p> <p>BC acknowledged the request for further consultation regarding the Outline PRowMP and confirmed a meeting will be scheduled.</p>	<p><b>4 – BC to arrange further meeting with WSCC and SDNPA regarding the Outline PRowMP.</b></p>
<p><b>7</b></p>	<p><i>PEIR SIR discussion – Slide 22</i></p> <p>BC stated that, while it is recognised that a number of the alternatives and modifications presented in the PEIR SIR are outwith the original Scoping Boundary, therefore introducing new locations for potential receptors, the assessment outcomes provided within the PEIR SIR do not identify any new receptors groups with respect to Transport. Therefore, the scope of the assessment for Transport remains in line with that described in the Scoping Report and subsequent Scoping Opinion.</p>	
<p><b>8</b></p>	<p><b>Socio-Economics</b></p> <p><i>Progress since November 2021 – Slide 24</i></p> <p>OC provided an overview of progress for the socio-economics aspect since consultation was undertaken in November 2021. This comprised:</p> <ul style="list-style-type: none"> <li>• updating the assessment, baseline data and the tourism impact evidence base;</li> <li>• scoping the detailed assessment approach for tourism impacts at ES;</li> <li>• progressing the desk-based review of potential for recreation impacts and socioeconomic impacts; and</li> <li>• additional consultation for offshore recreation assessment.</li> </ul> <p>OC highlighted that consultation had been undertaken with local businesses along the onshore cable route regarding the impacts of Rampion 1.</p>	
<p><b>9</b></p>	<p><i>S42 consultation discussion: Tourism – Slides 25 – 27</i></p> <p>OC addressed Section 42 comments:</p> <p>Tourism Impacts: Potential tourism impacts were assessed in further detail, including an updated evidence base and additional research to consider the relationship between offshore wind farm development and tourism economy performance in coastal areas. No significant effects on tourism volume and value were identified at PEIR. It is predicted that no significant effects will be identified at ES. As a result, it is anticipated that a tourism fund will not be required. It is not anticipated that significant adverse effects will be assessed on the tourism economy at ES. As a result, specific additional mitigation is not anticipated to be required.</p>	

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	<p>Rampion 1 has been considered as part of the baseline. Operation and maintenance activities associated with Rampion 1 are included within Cumulative Effects Assessment offshore.</p>	
<p><b>10</b></p>	<p>Economic benefits (Jobs and Gross Value Added): Modelled impacts for Rampion 2 are lower than those for Rampion 1 as a result of Newhaven not being used as a construction port. Local economic benefits will be maximised through the Supply Chain Plan. A local employment and skills plan, which would set out details such as local training plans, is being considered. Educational benefits will be qualitatively assessed within the ES. An employment and skills plan will be considered. Significant adverse effects on the economy are not predicted, as a result a requirement for specific additional mitigation is not anticipated. The ES assessment will incorporate an Economy Reset Plan. Baseline data will comprise publicly available data at the time of publication. A full review recent policy updates is ongoing.</p> <p>OC addressed a WSCC request for updated visitor volume and value data. Updated datasets had been incorporated into the baseline and the current level of survey is considered sufficient</p> <p>OC provided an update on the assessment of cross-cutting impacts, this includes a more detailed assessment of these impacts in coastal areas. OC stated that no significant effects have been identified to date on tourism employment as a result of Rampion 1.</p> <p>OC outlined that Rampion 1 is included in the baseline of the Cumulative Effects Assessment (CEA) and operation and maintenance (O&amp;M) will be considered in the ES.</p> <p>CC queried whether new data will be available for review prior to DCO Application. OC clarified that extracts of this data could be shared with the stakeholders if requested.</p> <p>AH requested further information on whether the evidence base would be available along with details of the literature review undertaken prior to DCO Application. OC clarified that the evidence base for the literature review may not be extensive enough to divide between appendices. The literature review did not show evidence of offshore wind farms resulting in an impact on tourism.</p> <p>AH requested further information on the provision of seaside tourism, economics and employment evidence from previous studies undertaken for Rampion 2. OC clarified that this information could be provided. VC added that SNDPA would also like to see this evidence base, noting that evidence of a landscape character study and the reasons for visiting the area should be provided. OC noted that the evidence base will be shared prior to DCO Application.</p> <p>NC noted that, due to the limited supply chain for larger wind turbines, it is not possible to employ a Sussex-based construction port. NC highlighted that the Proposed Development aims to create jobs and benefit the local area.</p> <p>CC requested further information on a local skills and employment plan. NC clarified that this is under consideration. A supply chain plan is being developed to maximise local economic benefits.</p>	<p><b>5 - OC to provide information on seaside tourism, economics, and employment evidence to SDNPA and WSCC prior to DCO Application.</b></p>
<p><b>11</b></p>	<p>Onshore Recreation: Engagement undertaken with recreational groups where concerns have been expressed. It is not anticipated that further survey would add value to existing engagement activity. Further consultation has been undertaken with stakeholders in the Washington Recreation Ground area. To date, no responses have been received. An outline PRoWMP has been produced and will be submitted alongside the DCO Application. Engagement with stakeholders is incorporated into the outline PRoWMP. Where data from Strava was used, it was clarified that this is only for relative assessment and is cross-checked against aerial photographs and/ or ground survey wherever possible. Other, relevant, environmental aspects are considered within the assessment and, where appropriate, covered</p>	



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	<p>in the outline PRowMP. Minimising impacts on key routes is a consideration within the outline PRowMP.</p> <p>OC outlined that upgrades at Sullington Hill bridleway would be covered in the outline CTMP to ensure they are appropriate for vehicle passage. AP clarified that upgrades to the bridleway at Sullington Hill had been undertaken to tie in with potential improved use of the bridleway as a result of the Proposed Development.</p> <p>VC and MF discussed the impact of COVID-19 pandemic on the level of PRow use.</p> <p>VC noted that SDNPA had data to share with MF on the use of PRowS. MF noted that those who previously supplied data on the use of PRowS would be contacted with requests for the most recent data.</p> <p>NS noted that Definitive Map modification orders (DMMO) relating to PRowS FP829 and FP174 and the upgrades to existing footpaths must be considered. MF queried evidence for significant changes of usage. NS noted that FP829 and FP174 are being upgraded to Restricted Byways, therefore a wider range of users will have the right to use these PRowS. MF clarified that DMMOs would be considered during assessment.</p>	<p><b>6 – MF to request data on use of PRowS from SDNPA and all stakeholders who supplied previous information on PRowS previously.</b></p>
<p><b>12</b></p>	<p><i>Survey update and next steps – Slide 28</i></p> <p>MF provided an update on onshore recreation survey. Since November 2021, desk-based assessment has been undertaken to assess all onshore cable route alternatives and modifications using a combination of aerial photography, 'Streetview', Strava Global Heatmap, WSCC interactive map of PRowS and Ordnance Survey 'Explorer' maps. A site walkover survey of PRowS is being progressed. MF highlighted that original baseline data was acquired pre- and / or during the COVID-19 pandemic. As a result, some data may be unrepresentative of current and future recreation activity. It is proposed to undertake further data searches, representing post pandemic conditions, to allow revision of baseline data included in the ES.</p>	
<p><b>13</b></p>	<p><i>PEIR SIR Discussion – Slides 29 - 34</i></p> <p>MF stated that Longer Alternative Cable Route (LACR)-01a and LACR-01b are not predicted to result in significant residual effects compared to those identified in the PEIR.</p> <p>MF provided an update on areas with the potential to be impacted by the Proposed Development. MF highlighted Restricted Byway 2092; to be crossed via an open trench as part of LACR-01c. MF noted that this route is of high recreational value.</p> <p>NC noted that there is an opportunity for trenchless techniques at Restricted Byway 2092. The drawbacks of this method should be considered.</p> <p>NS addressed the need to consider route width, surfaces, and design details regarding different users of PRowS to appropriately consider user safety and mitigation requirements.</p> <p>VC noted the requirement to consider the cumulative impacts of PRow use.</p> <p>NS clarified that PRow use by the Proposed Development should be considered against the standard use of the PRow. NS noted that proposed walkover surveys will inform understanding of current usage of all PRowS.</p> <p>MF highlighted the potential for impact on PRow 2211 (Monarch's Way), noting that LACR-02 has the potential to require a significant diversion for this PRow.</p> <p>MF provided further information on site walkover surveys planned to take place at Bridleway 2191_2.</p> <p>AH commented on the approach to map presentation, noting that location indicators in relation to the full route would aid understanding.</p>	



Continued...

	<p>JZ clarified that a series of figures is available in the socioeconomics PEIR SIR chapter detailing PRow locations.</p> <p>MF provided an update on bridleways proposed to be crossed using trenchless techniques, this included Bridleway 2211 and Bridleway 2175. Bridleway 3558_1 was highlighted as a proposed access route; MF recognised the potential for impact without further mitigation.</p> <p>AP noted that Alternative Access (AA) AA-21 links to Michelgrove, interacting with Monarch's Way.</p> <p>NC requested that where AAs are considered inappropriate, consultees should consider the impact of using a greater number of AAs, as opposed to fewer but more extensively used AAs.</p>	
<p><b>14</b></p>	<p><i>PEIR SIR discussion: Wider socioeconomic effects – Slide 34</i></p> <p>OC provided an overview of embedded environmental measures, noting that these are under review as part of the EIA process. Embedded environmental measures identified in the original PEIR continue to be updated and reviewed through the ongoing iterative EIA process. The assessment does not anticipate significant adverse effects on the tourism economy. It is not anticipated that specific mitigation will be required. A local employment and skills plan is under consideration. This will set out details such as local training plans. The original PEIR identified potential significant effects on recreational angling and scuba diving. Mitigation for potential significant effects will be set out in the ES.</p>	
<p><b>15</b></p>	<p><i>Mitigation measures and commitments – Slide 35</i></p> <p>OC provided an overview of embedded environmental measures identified in the PEIR. OC noted these were undergoing updates and review throughout the EIA process. OC noted that mitigation for the effects to scuba diving would be provided within the ES.</p>	
<p><b>16</b></p>	<p><i>Targeted consultation Q and A – Slide 36</i></p> <p>MF noted that additional data on recreational users and any further sensitive receptors would be welcomed.</p> <p>JM and NC thanked consultees and noted that minutes would be distributed.</p>	

# Meeting Minutes



**Date:** [30/03/2023 13.00 – 15.00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Underwater Noise and Impacts on Fish Receptors

Attendee	
██████████ (CH)	Centre for Environment, Fisheries and Aquaculture Science (CEFAS)
██████████ (RF)	CEFAS
██████████ (JS)	Marine Management Organisation (MMO)
██████████ (DW)	MMO
██████████ (AA)	Natural England
██████████ (HM)	Natural England
██████████ (EP)	Natural England
██████████ (GB)	Sussex Inshore Fisheries and Conservation Authority (IFCA)
██████████ (VS)	Sussex IFCA
██████████ (MM)	Rampion Extension Development Limited (RED)
██████████ (TL)	RED
██████████ (TG)	GoBe Consultants
██████████ (MB)	GoBe Consultants
██████████ (EL)	GoBe Consultants
██████████ (AL)	GoBe Consultants
██████████ (TM)	Subacoustech

**Apologies:**

None received

**Agenda Items**

Number	Agenda Item
1	Welcome and process to date
2	Overview of RED technical note
3	Questions on technical note
4	Proposed way forward
5	Discussion
6	AOB

## Actions

Number	Action
1	MM to forward Kaskasi II Report (translation) to Sussex IFCA (GB)
2	EP request for a site condition comparison between Kaskasi II project and Rampion 2
3	RED to provide information on equipment specification and monitoring location and provide initial data as early as possible
4	AA to keep TG updated on acoustic telemetry work and outputs
5	Project to include context of the precaution built into the noise modelling and assumption used in the application
6	Project to prepare additional modelling, zonation plan and temporal plan

Topic of Discussion	Actions
<p><b>1 Welcome</b></p> <p>MM welcomed all parties to the meeting and noted that following initial discussion with EP (NE) and JS (MMO), RED understand that written responses to the Project Note sent to the ETG before the meeting (Rampion 2 Piling Noise and Black Bream Further Information and Response Paper) would be provided after the meeting.</p> <p>Comments will also be provided on the Kaskasi II Report, which was also circulated prior to the meeting.</p> <p>GB (Sussex IFCA) confirmed that Sussex IFCA could also provide written response to the Kaskasi II report, however this had not been received. MM clarified that the Kaskasi II Report mentioned were requested by CEFAS (translated from German to English). MM confirmed the Kaskasi II Report could be sent to Sussex IFCA.</p> <p>TG (GoBe) thanked everyone for joining the call to discuss underwater noise and disturbance effects, specifically on Black Bream at Kingmere Marine Conservation Zone (MCZ). TG provided a brief recap of the underwater noise discussions to date.</p> <p>TG thanked everyone for the written feedback provided after the last meeting in September 2022. The Rampion 2 Piling Noise and Black Bream Further Information and Response Paper (Rampion 2 Piling Report) distributed ahead of this meeting responds to key points raised during the September 2022 meeting and the subsequent written feedback. In addition, the report also provides some further information on mitigation technique efficacy drawn from the Kaskasi II project monitoring in German waters, another RWE project. This adds to the previous information provided in technical note provided previously, which also presented information on noise abatement levels that would accrue from the use of various piling mitigation techniques.</p> <p>TG outlined that the Rampion 2 Piling Report also provides an overview of the conservatism adopted for the modelling and assessment, to highlight how a precautionary approach is inbuilt into the underwater noise modelling using the worst-case assumptions at every level throughout. The technical note also provides context from the Rampion 1 project experience, with piling hammer energies and durations presented. The technical note also provides a re-cap on the ETG discussions to date relating to the setting and revision of proposed disturbance threshold values through the Evidence Plan Process (EPP). It is recognised that there is a level of scientific data that is not 100% definitive for black seabream as a species specifically, however the use of best available data and proxy species in situations where there is a lack of species-specific data is not an unusual practice in EIA. TG outlined that from the outset, RED has been trying to reach a position with stakeholders where the assumptions and proxies that have been used are</p>	<p><b>1 – MM to forward Kaskasi II Report (translation) to Sussex IFCA (GB)</b></p>

	<p>appropriate ensuring that all parties have confidence that the risks of impacts to black sea bream have been minimised as far as practical. The technical note sets out that RED is undertaking additional underwater noise monitoring at the same location as the previous underwater noise surveys were carried out in 2022. TG stated that the intention of this meeting was to talk through the proposed way forward in terms of getting to a final position between all parties, ahead of the DCO Application submission.</p> <p>TG outlined that RED is not solely relying on the physical mitigation measures that have been discussed to date but also looking at spatial and temporal aspects of the offshore piling restriction period. This is in the context of that is considered practical for the project.</p> <p>TG stated that the principle focus of this meeting is to ensure there will be no significant effect arising on fish receptors (specifically black bream) as a result of the offshore piling activities associated with the construction of Rampion 2. Importantly, this also has to recognise the context of what is practical for the project, logistically and economically. The offshore piling restriction from March to the end of July presents a significant issue for the project in terms of constructability.</p> <p>TG recapped on the current position. A substantial amount of detailed engineering and mitigation design work has been undertaken by RED to inform the development of meaningful mitigation in order to allow all parties to agree a position that will protect fish receptors, whilst permitting offshore piling throughout the year. RED initially proposed to set a threshold on which the mitigation measures could be designed at 147 decibels (dB) following the Radford <i>et al.</i> study in 2016. That threshold was based on an increased ventilation response to that noise level in sea bass. Although a different fish species, sea bass are considered to be an appropriate proxy species as this fish is in the same hearing group as black bream, sharing similar physiologies. Following the proposed use of this threshold, further discussions were held with the ETG stakeholders, with challenge based on uncertainties around the reliance on relatively few studies, the use of proxy species and the lack of species-specific data.. Following this feedback, RED revised the threshold to a more precautionary level of 141dB which was based on the study by Kastalein <i>et al.</i>, 2017. This was based on a sea bass initial reaction response to 141dB, noting that importantly, fish response was not sustained at this level (it was just an initial reaction) nor at higher levels up to 166dB. The study concluded that exposure to noise at this level would be unlikely to result in an adverse effect on their ecology.</p> <p>This revised threshold was discussed through the EPP but was not accepted by all parties. Therefore, RED has looked at trying to develop adding some site context, which looked at levels of noise that exceeded ambient levels by a certain amount, as an alternative approach to setting a meaningful noise threshold for black bream and Kingmere MCZ. RED compiled existing data on ambient noise levels at Kingmere MCZ, using monitoring data collected during the development of Rampion 1 and subsequently commissioned a specific noise monitoring survey over a period of two weeks in July 2022 on the edge of Kingmere MCZ facing the proposed Rampion 2 array area. The two-week monitoring of ambient noise levels showed good agreement with the previous Rampion 1 data and with the addition of 30dB exceedance benchmark, provided a noise threshold level ranging from 143 to 150dB, which correlated well with the proposed 141-147dB threshold based on the literature.</p> <p>TG outlined the position following the meetings to date: that the threshold has not been fully agreed, and the advice received from stakeholders which was that a precautionary stance would be application of the offshore piling restriction period from March to the end of July.</p>	
2	<p>TG outlined that one of the key points to be addressed relates to dealing with uncertainty. This is one of the key reasons why RED has sought to be as precautionary as possible, throughout the modelling and assessments for the Rampion 2 EIA.</p> <p>TG stated that improving the rigour of ambient noise level data and setting that baseline against which an exceedance can be applied is a key point raised by stakeholders. The previous ambient underwater noise monitoring was conducted over a short period (two weeks) whilst the spawning</p>	

period of black bream is over several months. Therefore, RED has taken this forward and will be collecting ambient underwater noise data from March – July 2023.

There were also requests from ETG stakeholders for additional empirical information on the efficiency of the mitigation measures being discussed, for example the bubble curtains, the low energy pulse hammer and other techniques. In response, RED has obtained directly relevant and recent data from monitoring at the RWE Kaskasi II project and provided the translated version of the report to add to the evidence base.

TG outlined that, in relation to addressing uncertainty, the disturbance threshold identified to underpin the mitigation strategy has always been precautionary. It is an increased ventilation rate response rather than anything that may cause actual displacement; whilst based on a proxy species, the species used is comparable in terms of physiology and hearing ability and the response recorded is of a very low level rather than anything approaching a flee response. The underwater noise modelling itself includes precaution throughout, always assessing largest diameter piles, highest hammer energies etc. Therefore, as all of these factors are layered, a compounded worst-case is established which is not expected to be encountered in a real world situation. The underwater noise modelling itself is inherently precautionary. Noting the max hammer energies used in the model, for the vast majority of the time for each installation that maximum hammer energy will not be used. The way that the offshore piles are put into the seabed starts with a very low hammer energy to secure and centre the pile, and then progressively that energy is increased as the pile gets driven and as resistance of the pile by the seabed increases.

TG outlined that, looking at the Rampion 1 data, it was not necessary to use maximum hammer energies to install piles into the seabed, with data from the north-western part of Rampion 1 particularly relevant for the Rampion 2 site, being closest to both the Rampion 2 site and the Kingmere MCZ. As shown in the table in the technical note, some 86% of piles in this corner of the Rampion 1 site required less than 1250 kJ of energy at maximum and most, 62%, required less than 750 kJ.

TG outlined that as part of the additional underwater noise monitoring being undertaken in 2023, the same kit and hydrophone has been redeployed in line with the previous underwater noise survey in 2022, at the same location, with the intention to record data from March to the end of July 2023. This underwater noise survey will collect data that will be representative of the entirety of the black bream spawning period, except for a few days at the beginning of March due to restrictions on the deployment of the survey kit. The underwater noise data collected in 2023 will provide a better representation of the baseline conditions at the site and it will also address some of the queries around whether surveys would capture noise associated with the marine aggregate dredging activities which produce noise in proximity to the Kingmere MCZ as the underwater noise survey period will include months when marine aggregate dredging activities are undertaken (as well as periods when they are not).. This will provide robust baseline data that RED can base the threshold on. It is expected that this will also provide RED with sufficiently robust data for all parties to be comfortable that the threshold calculation would be site specific in context.

TG outlined that it is also important to note that the underwater noise survey will not be finished by the time the DCO Application is submitted, however it will be complete in advance of the DCO Examination. Therefore, pending the results of the underwater noise survey, RED is hopeful that the results will reflect that of the previously collected data (from the survey in 2022). If the results of the underwater noise survey do not reflect previously collected data, RED would look to amend the final threshold to be adopted and discuss with stakeholders. The benefit of having this exceedance (above the background metric) approach is that it will corroborate, or not, the 141dB level, that is apparent from the literature, in a site-specific context.

TG outlined that it is important to have confidence that the mitigation measures are delivering the levels of underwater noise abatement that are included in a mitigation plan. The existing data from the Kaskasi II Report shows that, not only are the individual mitigation measures delivering as expected, the additive benefit from using multiple measures at the same time, is shown to be accrued. Having a good understanding of this allows RED to explore a defensible and robust way

	<p>of spatially zoning the project, against the mitigation measures that RED may be able to employ in combination with each other, to deliver specific noise reductions and therefore noise levels at specific locations at an appropriate distance from the site of the offshore piling. This is relevant for fish receptors at the MCZ.</p>	
3	<p>TM outlined that, when discussing the Kaskasi II Report, it is important to look at the difference between the environments at the measured position and at Rampion 2. The depths in the Kaskasi II Report are very similar to the depths at Rampion 2.</p> <p>TG checked whether attendees had any initial questions.</p> <p>EP outlined that Natural England has a number of questions which will be included in their written response to be provided after this meeting. EP asked some of the questions in the meeting.</p> <p>EP outlined that in terms of the conditions being similar, Natural England acknowledges the information about the depths in the report, however, is checking about other environmental factors and whether all the different factors have been considered (including current etc.). Natural England would like to see that comparison as this is what we want to understand. Natural England requested to understand if the numbers that have been achieved at the Kaskasi II project could be achieved in the conditions at Rampion 2 and whether there is anything that could affect how effective this may be in this location.</p> <p>EP outlined that it would be helpful to understand a bit more about pile size, as information included for Rampion 1, the piles were a lot smaller than what is proposed for Rampion 2. Therefore, it useful to understand that in terms of other examples that have been used. EP outlined that the pile diameter for Rampion 2 is 12m and Rampion 1 was circa 5m. An increase in diameter of the piles will likely require a higher hammer energy. This is considered to be an influencing factor. As there is a lot of variety of what has been achieved regarding noise abatement figures, Natural England is looking to understand what causes that kind of variety and whether this relates to any of the conditions that could be present at Rampion 2 area. Noise mitigation techniques can be quite effective but there is such a variety in the figures achieved and Natural England would like to understand what causes this variety.</p> <p>EP outlined that it was useful to have the Rampion 1 data provided and that RED expect the ground conditions to be similar in terms of Rampion 1. EP questioned whether benthic and geophysical data can be used to confirm ground conditions. TG responded that some data in terms of ground conditions is available, but a perfect understanding is not expected. It is reasonable to extrapolate that the seabed will be similar in proximity to seabed where RED has a good understanding of the geology.</p> <p>TM outlined that, based on the Kaskasi II Project Report, there was no mention of currents and it is not something usually studied. However, when it comes to bubble curtains it is an important item, however it is only relevant here to think about in terms of drift in the bubbles. TG outlined that the use of bubble curtains has limits in terms of tidal strength etc. In terms of a given day or given tidal state, bubble curtains have to be within certain parameters to be effective, so that would be part of the logistics plan for implementation for that mitigation, should it be brought forward. That would be within the details of the mitigation measure plan. Rampion 2 and Kaskasi II are similar in terms of coastal area and depth and therefore it is reasonable to assume results of the noise mitigation measures would be similar.</p> <p>In terms of pile size and ground conditions (between Rampion 1 and Rampion 2), TL was asked to comment on seabed condition and difference in terms of hammer energy required for higher piles. TL outlined that RED is in the process of understanding what the conditions are at the Rampion 2 site. In 2020, RED undertook a geophysical survey. In addition, RED also conducted a geotechnical survey in 2022 and results from this survey still emerging. RED will integrate this into the previous model in the next few months with expected completion in June 2023. Only five locations have been collected so without combining the two together it is considered difficult to compare with the Rampion 1 location. The clear difference between Rampion 1 and what is proposed for Rampion 2 will be the size of turbine which will directly impact the size of the pile. In</p>	<p><b>2 – EP request for site condition comparison between Kaskasi II project and Rampion 2</b></p>

<p>terms of the hammer energies, it is more reliant on what is available on the market as a hammer as opposed to the energy required to install the piles. It is only as a last resort that the project would use to the higher hammer energies. It is preferable to pile at the lowest energy to preserve the integrity of the pile. TL outlined that there is no benefit to RED to hit the pile harder than necessary, as it damages the structure.</p> <p>TG outlined that Rampion 2 does have larger pile diameters and will potentially need a greater energy to install than what was used at Rampion 1. However, the principal point is that for Rampion 1 a 3000-3500kj hammer was assessed but most of the piles installed required half that energy. For Rampion 2, a 4400kj hammer is being assessed and it is quite likely that the actual required energy levels will be substantially below the maximum. Therefore, the assessment is based on an extreme worst-case and the local site context (of Rampion 1) supports that the higher hammer energies would frequently not be necessary.</p> <p>EP outlined that this is useful context, however, it is the gaps in the data that influences Natural England confidence in the achievability and in terms of the worst-case scenario. It is understood that the maximum energy might not be used frequently however the worst-case should be explored and expected. EP stated that the extra data being gathered has caused a few concerns as it is going to arrive very late, and this could cause issues during examination. This risk was highlighted by Natural England.</p> <p>TG stated that the aim of this meeting, and of the approach to calculating the threshold, is to either gain additional confidence in the way the threshold is set, or to inform an alternative that needs to be discussed and agreed between RED and stakeholders.</p> <p>AA highlighted the wording of the Kingmere Marine Conservation Zone conservation objectives, when talking about the types of disturbance, it is not just a fleeing response (of the black seabream) which is a concern. AA welcomed the noise study over the breeding season when the black bream are present and hoped that this will provide positive evidence of what noise may occur whilst the black bream are breeding. This evidence could be pivotal in decision making. AA questioned whether, as the additional data is coming so late (in relation to the submission of the DCO Application), could RED front load the information, the details of the equipment being utilised, specifications, locations, etc. AA requested that the raw data is issued when available as Natural England can begin to understand the data itself whilst analysis being undertaken by RED. This will allow Natural England to provide a response sooner. TG acknowledged that it is not just about displacement of the black bream and that the threshold RED is proposing is well below that. TG outlined that in terms of the likely behavioural response to that threshold then all the conservation objectives (of the MCZ) are respected, as RED is not displacing or distracting the fish from spawning/nest guarding etc. AA requested that it will be useful to outline that in a report as the only reference to disturbance are around fleeing responses.</p> <p>TM outlined that RED will be changing equipment; battery change etc. mid way through the (current 2023) underwater noise survey. It will be explored if stakeholders can be provided with the downloaded data from the first part of the survey. This will be the first couple of months of the data, hopefully provided as an interim report out which will give an insight to the first half of the survey period. The battery swap is scheduled late May / early June, mid-way through survey. AA encouraged the provision of interim data.</p> <p>AA outlined that Natural England, Sussex IFCA and the University of Plymouth are undertaking some acoustic telemetry based behavioural study in nesting seabream, that is continuing throughout this year (2023) and may provide useful context. At present, no publishable documents are available however the first few bits of data are beginning to filter through and that is also being replicated in Dorset on another fine scale array, around their MCZs. TG requested to be kept informed on emerging outputs from the acoustic telemetry work. AA agreed to keep RED informed. AA outlined that good outputs have been received so far with 30-40 fish detected 95% returning, confirming survivability. At least three fish lived entirely within the area, and their movements could be tracked every seven minutes which lasted about 15 days during nesting</p>	<p><b>3 – RED to provide information on equipment specification and monitoring location and provide initial data as early as possible.</b></p> <p><b>4 – AA to keep TG updated on acoustic telemetry work and outputs</b></p>
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	<p>period. AA stated that Natural England is seeking for funds to get more tags, as it will be interesting to see if the fish tagged last year will return to that specific spot.</p> <p>JS agreed with the concerns about the late data.</p> <p>RF outlined that Cefas is fully supportive of noise abatement measures, whether it is a single bubble curtain or a combination of measures. RF agreed that the point about the parameters raised by Natural England that need to be considered for the bubble curtains. RF suggested that water depth is unlikely to be as issue at Rampion 2 as discussions with contractors in recent years suggested that bubble curtains can be deployed in water depths of up to 90m.</p>	
4	<p>TG outlined an intention to get to a position where a suite of mitigation measures and a plan can be agreed before submission of the DCO Application. RED does not want to leave the issue until the DCO Examination. The project has been carrying out design, feasibility and logistics work to produce a plan that is not reliant solely on the physical noise abatement techniques discussed but also recognises a spatial aspect to a mitigation plan in relation to the March-July period.</p> <p>TG outlined the intention to find a compromise that all parties can find amenable and delivers the protection required for black bream but is also practical for Rampion 2 to deliver. RED would like to propose a reduction of what is currently planned during the sensitive period, allowing flexibility across that period and in terms of spatial activities (i.e. where piling installation work can be undertaken). Rampion 2 is very reliant on the ability to undertake work at the site as much as possible through the year, but July is incredibly important for construction given the favourable weather conditions etc.</p> <p>MM outlined that the proposal is for no piling on western site closest to the MCZ from April-June inclusively, and then a combination of spatial zoning and noise abatement techniques to be able to work on the eastern site during the sensitive period. July is an important month for construction of Rampion 2. MM asked for thoughts are around the approach outlined.</p> <p>TG mentioned the extension of the restricted period (restrictions on activities which impact the MCZ) for black bream that happened a few years ago, and it is appreciated that this is due to potential for repeat spawning of black bream. RED is seeking flexibility during the July period as it is the most crucial month for construction of Rampion 2. TG requested comments on whether agreement to a level of flexibility in July is possible.</p> <p>AA outlined that Natural England has records of repeat spawning of black bream in July when the main spawning period is disturbed by weather conditions etc. It is a necessary part of resilience of the spawning population. AA added that, in the interests of talking openly, honestly, and hypothetically, it is known that other industries have made plans to continue activities in proximity to the MCZ around the July period.</p> <p>AA questioned whether RED could present a zoned approach. AA noted that the aggregates companies operating in the area have been collecting data precisely on the seasonality point. Natural England has records elsewhere of this spawning and then the aggregates data in Kingmere confirmed repeat spawning may happen. This is reliant on how flexible RED's construction planning is. Conducting a survey in early July to confirm the absence of tended nests (as they do wash away quickly) and there are not eggs in the nest anymore, would allow activities to occur because the July spawning is not every year but when it does occur it is because they have not been able to fulfil the spawning in their optimal period.</p> <p>TG outlined an issue in terms of certainty of when vessels are procured and brought to site as the cost of the vessels is significant. TG outlined that whilst it is a good idea, it is not feasible. AA recognised that this would be the likely response. AA therefore questioned whether the same sort of exercise is being undertaken (as per the wider site) but incorporating the zoning information into the modelling. TG confirmed that is the plan. It is important to resolve the proposed mitigation which is reliant on thresholds. RED's intention is to agree on a threshold, and then present a</p>	



<p>zoning plan. RED would like to get to a position of agreement before submission of the DCO Application, if possible.</p> <p>AA stated that there has not been agreement on the 141dB threshold, and that a new figure needs to be agreed quickly.</p> <p>TG outlined that, for the purposes of working up the zoning plan, limiting work on the eastern site undertaken during the sensitive period, would allow RED to agree something relevant and plan on that basis.</p> <p>AA stated that it is RED's prerogative to keep using the 141dB as the example threshold in the absence of one that has been agreed, however suggested adding a lower threshold, such as the one discussed previously. RF stated that the previous threshold was 135dB. AA added that this threshold can be seen as a working example as the answers around how much the mitigation can achieve that threshold is not available, in the same way the modelling is precautionary.</p> <p>TM reiterated that, when discussing 141dB, this is a stress response and using this as a target is again a worst-case scenario. The majority of the time the impact will be significantly less than that. AA acknowledged this, however added that Natural England is bound by legislation and the worst-case scenario needs to be assessed. AA recognised that this is the worst-case and stated that anything that can be made explicit (in the DCO Application) rather than implicit is helpful.</p> <p>TG stated RED's disagreement with 135dB however RED will work out a better way to present this, perhaps with additional information.</p> <p>TG questioned whether, in principle, we are moving towards a position on flexibility regarding July working. AA outlined that there is scope to explore and questioned what the evidence shows and, whether mitigation and/or zoning can be effective. At present, Natural England cannot agree to anything based on the information received to-date and further information is required. TG outlined the need to recognise that there are levels of uncertainty to all these things, and that it is a risk of something happening rather than an actual outcome. This allows for a level of flexibility.</p> <p>AA responded that, what is being discussed is what information is still necessary for Natural England to agree. Natural England is requesting more information to allow an agreement to be reached. Natural England require information on size of the piles etc. It was acknowledged that agreement was not going to be reached in this meeting and that a written response will be provided by Natural England in due course.</p> <p>TG outlined that there seems to be a solution here, subject to RED being able to demonstrate what stakeholders require. RK agreed as long as evidence is provided, and modelling is shared.</p> <p>EP reiterated that this approach has only been set out in this meeting and recognised that RED require a decision. Natural England are unable to make a decision now and will need to take this away providing a response in due course. There are a lot of assumptions here.</p> <p>GB outlined that Sussex IFCA broadly agree with Natural England that there is always going to be a level of assumption that is necessary in making these decisions. However, Sussex IFCA also require more evidence to reach an agreement. TG questioned whether this was in reference to modelling outputs to inform the zoning. GB reiterated the assumption that bigger piles will require higher energy and therefore more will produce more noise. Therefore, the assumption is that the noise effects will be the same regardless of the length of the black bream. GB considered that it is inconsistent that bass (proxy species) would be used as a noise for the model of the general threshold, but not apply that on fish length on their sensitivity of noise. TG stated that the compatibility of bass and black bream is really in relation to hearing specialism, and fish size when spawning. GB responded that there is a variety of sizes of fish spawning. TG stated that the red seabream vs black seabream comparison is also provided.</p> <p>GB outlined that Sussex IFCA has data on size distribution of black bream in Sussex if that is of use.</p>	
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	<p>AA acknowledged the level of uncertainty, and would like to send all our joint responses to Sussex IFCA. EP outlined that Natural England would require RED permission to do this. MM confirmed permission to share joint responses with other ETG stakeholders with the caveat that it is pre-application and therefore this is confidential.</p> <p>GB stated that further discussions will be held with AA (and review of those reports) and then Sussex IFCA will provide a written response. TG confirmed that there should not be an issue in Natural England sharing those reports with Sussex IFCA.</p> <p>MM confirmed that the data shown for Rampion 1 is the maximum that used in the whole time, and this is the worst-case scenario. Absolute maximum, even if only for a few minutes or less.</p> <p>TM stated that the worst-case scenario will be adhered to even if this occurred it would be for a small period of time. AA questioned whether the application can be amended to represent this. TG confirmed that this could not be amended as RED has to assess the worst-case scenario, however this was just to provide some context around this. AA encouraged RED to find a way to address this context in the writing and in the DCO Application or it cannot be considered.</p> <p>TM outlined that RED will use the best available data and present on a probabilistic basis that a much lower energy would be applied.</p> <p>MM outlined that it was not expected to fully agree everything in this meeting but RED wanted to understand if there was scope to further explore which MM acknowledged there is. RED will continue to progress and to gather the evidence, prepare a zoning plan and then it is the expectation that a point can be reached with all parties.</p>	<p><b>5 – Project to include context of the precaution built into the noise modelling and assumption used in the application</b></p>
<p><b>5</b></p>	<p>TG confirmed that RED will take the feedback from this meeting and progress additional modelling, a zonation plan, and a temporal plan for Rampion 2. This will be provided for discussion and agreement. It is the intention to provide this prior to DCO Examination if possible. RED is trying to get to a position where the project can economically and practically construct whilst avoiding a significant effect to black seabream.</p>	<p><b>6 – Project to prepare additional modelling, zonation plan and temporal plan</b></p>
<p><b>6</b></p>	<p><b><u>AOB</u></b></p> <p>MM outlined that it has previously been agreed that information should be provided at least eight weeks in advance, and questioned whether information could be provided four weeks in advance. EP responded that the standard time is four weeks.</p>	
	<p>MM thanked the attendees for joining and providing input, reflecting on actions from the meeting. MM reiterated that RED would explore whether interim underwater noise survey data can be provided. In addition, RED will continue to work on the modelling and spatial/temporal zoning. The intention is to continue to discuss and agree a comfortable position for RED and stakeholders.</p>	

**Rampion 2  
Stakeholder Meeting Marine Aggregate Companies**

**Date:** 25/05/2023

**Location:** Videoconference via Microsoft Teams

**Attendees**

[REDACTED] (AB)	Tarmac Marine Ltd	Resource Manager
[REDACTED] (JH)	CEMEX UK Marine Ltd	Licence Manager
[REDACTED] (NG)	Hanson Aggregates Marine Ltd	Resource Manager
[REDACTED] (AS)	Hanson Aggregates Marine Ltd	Resource Manager
[REDACTED] (BL)	Hanson Aggregates Marine Ltd	Resource Co-ordinator
[REDACTED] (MM)	RWE Renewables	Offshore Consents Manager, Rampion 2
[REDACTED] (JM)	Anatec Ltd	Lead Risk Analyst
[REDACTED] (TG)	GoBe Consultants Ltd	Offshore EIA PD

**Apologies**

[REDACTED] (MB)	GoBe Consultants Ltd	Offshore EIA PM
[REDACTED] (EL)	GoBe Consultants Ltd	Offshore EIA APM

Agenda Item	Agenda Item
1	Welcome and Introductions
2	Project Update
3	Red Line Boundary Update
4	Statements of Common Ground
5	Q&A/ AOB

**Minutes of Meeting**

Agenda Item	Notes	Actions
<b>1 Welcome and Introductions</b>	<ul style="list-style-type: none"> <li>Meeting was not recorded</li> <li>MM noted that the last meeting was in September 2022 and that there had been a number of changes to the personnel since that time; round table introductions made, with MM taking over from [REDACTED] in December 2022 as offshore consent manager and [REDACTED] taking over from [REDACTED] as offshore EIA PM.</li> </ul>	
<b>2 Project Update</b>	<ul style="list-style-type: none"> <li>MM presented a slide providing an indicative timeline for the Rampion 2 offshore wind farm (OWF) project, with submission of the Development Consent Order (DCO) Application scheduled for summer 2023, being followed by the consent Examination process, which is anticipated to commence towards the end of the year (2023) and run through until spring 2024. Should consent be granted, construction would be anticipated to start at the earliest in Autumn 2026, with the project being fully operational circa 2029/30.</li> <li>AB noted he thought a draft ES had already been submitted; MM confirmed this to be the case, in the form of a Preliminary Environmental Information Report (PEIR), which was consulted upon through the statutory process in July 2022.</li> </ul>	
<b>3 Red Line Boundary Update</b>	<ul style="list-style-type: none"> <li>MM presented a slide (Figure/Map) showing the changes made to the proposed project area (Order limits) through the stages of the development proposals (scoping, PEIR and for Application). Specific</li> </ul>	

Agenda Item	Notes	Actions
	<p>reductions in extents to the eastern and western parts of the original boundary and the introduction of windfarm separation zones around the existing Rampion OWF were highlighted.</p> <ul style="list-style-type: none"> <li>• MM presented a slide showing the locations of the relevant aggregate licence grounds in relation to the proposed Order limits area for Rampion 2, followed by a slide presenting the mitigation areas, comprising safety buffer zones where no wind turbine or substation structures would be placed of 1NM along the tidal flow direction and 0.5NM across tide from the aggregate licence areas, as had been requested by the aggregate dredging parties.</li> <li>• AB asked if cables that would still potentially be in the buffer area would be buried; TG responded that the intention would be to bury cables wherever possible, with any areas unsuitable for burial being subject to secondary protection. Any such locations would be identified following collection of pre-construction data and completion of the cable burial risk assessment.</li> <li>• MM presented a slide showing the offshore works plan areas in proximity to the aggregate licence grounds, to illustrate what infrastructure components would be permitted in the Order limits area.</li> <li>• MM asked if there were any questions on the buffer areas presented. AB responded that the areas appeared to ensure aggregate extraction works could safely continue up to the edges of the licence areas, which is what had been sought. AB identified that consultation with the vessel captains would be undertaken to check acceptability from a mariner's perspective, but considered the 1nm along tide seemed sufficient.</li> <li>• AB requested a copy of the figure shown on the slide to share with the vessel captains. MM responded that this would be checked and if permitted, then a copy would be sent.</li> <li>• AB asked if the wind farm cables would be installed at the edge of the Order limits area? MM responded that this is possible and would be subject to design works, but probably unlikely to be right at the boundary edge.</li> <li>• AB confirmed that the presence of structures was the main concern. Transit routes for the dredging vessels had previously been discussed and all seem acceptable.</li> </ul>	<p>MM to check if copy of figure can be shared and will provide if so.</p>
<p><b>4 Statements of Common Ground</b></p>	<ul style="list-style-type: none"> <li>• MM presented a slide on next steps and Statements of Common Ground (SoCG). Clarification on what a SoCG comprised was requested by AB, with an explanation provided by MM and TG and the benefits to all parties in having agreed positions documented for the Examining Authority (ExA) was highlighted.</li> <li>• MM talked through the timeline anticipated for drafting and agreeing these through the pre-Examination and Examination stages of the DCO application, highlighting the focus of the SoCG would be in relation to Relevant Representations made by parties to the ExA, which is anticipated Autumn 2023</li> <li>• AB reiterated the request for the buffer zones figure and also requested a copy of the next steps/SoCG slide graphic.</li> </ul>	<p>MM to check if slides could be shared and will provide if so.</p>
<p><b>5 Q&amp;A/ AOB</b></p>	<ul style="list-style-type: none"> <li>• MM asked if there were any other questions or matters for discussion. AB asked if there were still significant issues for the project to address? MM identified there were remaining issues for the offshore project around seascape, landscape and visual effects, as well as considerations for black seabream and the Kingmere MCZ.</li> </ul>	

Agenda Item	Notes	Actions
	<ul style="list-style-type: none"><li data-bbox="347 192 1252 365">• MM asked what the restrictions on dredging activity were in relation to the Kingmere MCZ. AB confirmed restriction of activities through April, May and June. JH added that for Area 453 East, July was also subject to restriction. No restriction was applied to licences further south (Areas 396 and 435).</li><li data-bbox="347 371 1233 544">• AB noted that annual surveys were currently underway for black seabream (by ABPmer) and that the aggregates 5 year Substantive Review process was due next year (2024) and collectively the aggregates companies were considering their position with respect to the restriction period.</li></ul>	

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# Meeting Minutes



**Date:** [14/06/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Landscape and Visual Impact Assessment and Historic Environment

Attendee	Role
██████████ (SA) – WSP	Historic Environment Technical Director
██████████ (AB) – WSP	Historic Environment Technical Lead
██████████ (VC) – South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (NC) – Rampion Extension Development Ltd (RED)	Rampion 2 Onshore Consents Manager
██████████ (CF) – SDNPA	Landscape and Biodiversity Strategy Lead
██████████ (AH) – West Sussex County Council (WSCC)	Rampion 2 Project Officer
██████████ (SH) - ADC	Landscape Officer
██████████ (CH) – WSCC	County Archaeologist
██████████ (JM) – WSP	Environmental Impact Assessment (EIA) Project Manager
██████████ (RP) – Natural England	Principal Advisor
██████████ (CR) – Historic England	Inspector of Ancient Monuments
██████████ (RR) – WSP	Landscape and Visual Impact Assessment (LVIA) Technical Lead
██████████ (CS) – WSP	Assistant EIA Project Manager
██████████ (ES) – Icení Projects (on behalf of Arun District Council (ADC))	EIA Consultant
██████████ (JW) - WSCC	County Arboriculturist
██████████ (MW) – ADC	Conservation Officer
██████████ (AW) – Natural England	Sustainable Development Lead Advisor

**Apologies:**

None received

**Actions Summary**

Number	Action
1	AB to consider opportunities to strengthen and improve C-225 and C-261.
2	AB to provide WSCC with information pertaining to the baseline to inform the selection of priority areas for trial trenching.
3	AB to share draft Written Scheme of Investigation (WSI) with CH at WSCC prior to submission of Development Consent Order (DCO) application.
4	RED to provide further evidence on viability of Trenchless Crossing (TC) techniques
5	RR to undertake engagement with AH at WSCC regarding Residential Visual Amenity Assessment (RVAA).
6	RR to arrange further engagement with SDNPA and Natural England on Special Landscape Qualities (SLQs).
7	AB to provide CH with Brook Barn Farm trial trenching report once finalised.

	<b>Topic of Discussion</b>	<b>Actions</b>
1	<p><b>Welcome</b></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were conducted for all attendees.</p> <p><i>Rampion 2 Indicative Timeline – Slide 4</i></p> <p>NC noted a press release had been released showing the final route option. NC presented the application submission and examination indicative timeline from Development Consent Order (DCO) Submission to Construction. NC advised construction is due to commence in 2026 so that the Proposed Development can be operational by 2030 to contribute towards government targets.</p> <p><i>Review of consultations – Slide 5</i></p> <p>NC provided an overview of consultations undertaken from 2020 to 2023 including;</p> <ul style="list-style-type: none"> <li>• Non-statutory;</li> <li>• Statutory including: <ul style="list-style-type: none"> <li>○ Preliminary Environmental Information Report (PEIR) (2021);</li> <li>○ PEIR Supplementary Information Report (SIR) (2022);</li> <li>○ PEIR Further Supplementary Information Report (FSIR) (2023a); and</li> <li>○ Preliminary Environmental Information (PEI) – Bolney Substation Extension Works (2023b).</li> </ul> </li> </ul>	
2	<p><b>Onshore cable route selection</b></p> <p><i>Onshore cable route selection – Slides 6 and 7.</i></p> <p>NC presented the final onshore cable route noting that Longer Alternative Cable Route (LACR)-01a and LACR-01d have been selected.</p> <p>NC clarified that the selection of LACR-01 was a result of a balanced appraisal of environmental factors, noting that this was largely driven by ecology including:</p> <ul style="list-style-type: none"> <li>• Warning Camp and New Down Local Wildlife Site (LWS); and</li> <li>• LACR-02 would affect ancient woodland.</li> </ul> <p>NC clarified LACR-01 avoids both factors. LACR-01 also avoids potential effects on a water Source Protection Zone (SPZ) that were unable to be ruled out from the proposed DCO Order Limits presented at PEIR stage (2021). NC outlined that LACR-01 was the best performing route for ecology, noise, traffic, and impact on business, and confirmed that these decisions would be defined in the DCO application.</p> <p><i>Landfall – Slide 8</i></p> <p>NC outlined that additional space at the Landfall location had been consulted upon and presented the indicative cable corridor.</p> <p>NC provided further information on the removal of Alternative Cable Route (ACR)-01, noting that historic environment geophysical surveys had revealed limited significance.</p>	



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	<p><i>South Downs – Slide 9</i></p> <p>NC presented the area of the South Downs National Park Authority (SDNPA) crossed by the DCO Order Limits, noting that the area at Sullington Hill provided a wide area to allow for optioneering the location of Horizontal Directional Drilling (HDD).</p> <p>NC noted that HDD would be used to pass under Washington Recreation Ground and A roads.</p> <p><i>Adur Valley – Slide 10</i></p> <p>NC confirmed that a single construction compound had been selected in Washington on the A283.</p> <p><i>Substations – Slide 11</i></p> <p>NC presented the onshore substation at Oakendene, noting a reduction in the construction works area for the DCO application. NC clarified that the proposed DCO Order Limits would be maintained to allow for tree planting for ecological and landscape and visual mitigation.</p> <p>NC outlined that the Oakendene substation location will access the existing Bolney National Grid substation via the northern cable route presented in Slide 11 due to its reduced proximity to residential dwellings.</p>	
3	<p><b>Historic Environment</b></p> <p><i>Update on progress since March 2023 ETG – Slide 13</i></p> <p>AB provided an update on baseline and surveys, comprising:</p> <ul style="list-style-type: none"><li>• Onshore geophysical magnetometry survey and reporting. AB noted that ongoing land access restrictions had limited progression of the Historic Environment geophysical survey. AB noted current geophysical coverage of the proposed DCO Order Limits and previous iterations published in the Preliminary Environmental Information Report (PEIR), (RED, 2021), PEIR Supplementary Information Report (PEIR SIR) (RED, 2022), and PEIR Further Supplementary Information (RED, 2023) routes is 65%;</li><li>• Advanced targeted archaeological trial trenching reporting. AB noted that Crossbush Farm is now outside the proposed DCO Order Limits. Results for this will be reported separately to the Environmental Statement. AB clarified Brook Barn farm results are being finalised and will be appended to the ES;</li><li>• Onshore geoarchaeological and palaeo-environmental desk study update;</li><li>• Onshore historic environment desk study. AB noted that this outlines a baseline and archaeological potential and significance;</li><li>• Settings assessment scoping report; and</li><li>• AB noted the Settings assessment baseline report will be appended to the ES and that the effects will be assessed within the ES Historic Environment chapter.</li></ul> <p>AB noted that the results of all survey undertaken prior to May 2023 will be reported on within the ES, even where areas are no longer in the proposed DCO Order Limits to provide appropriate context for surveys undertaken to date. AB clarified that reporting of survey results will be taken alongside other data sources such as the National Heritage List for England (NHLE), Historic Environment Record (HER) and LiDAR imagery to aid the robustness of results interpretation.</p> <p>AB noted targeted consultation has been undertaken with Historic England, West Sussex County Council (WSCC) and South Downs National Park Authority (SDNPA) for initial discussions on the evaluation methodologies which might be employed along Longer Alternative Cable Route (LACR)-01d. AB noted this engagement followed the publication of the PEIR FSIR (RED, 2023). AB outlined options and non-standard evaluation methodologies were discussed and highlighted a need for further engagement to develop a robust research led approach to the evaluation phase of</p>	



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	archaeological works on LACR-01d. AB confirmed that, during this engagement, an existing track at Long Furlong Farm had formally being identified as a temporary construction access within the PEIR FSIR (RED, 2023). Subsequently, this has been altered to be an operational access only, therefore no update works are required.	
8	<p><i>EIA Considerations – final onshore cable route – Slide 14</i></p> <p>AB outlined the elements of the final onshore cable route within the Environmental Impact Assessment (EIA), these comprised:</p> <ul style="list-style-type: none"> <li>• Design;</li> <li>• Review of heritage-specific commitments;</li> <li>• Further investigation; and</li> <li>• Mitigation.</li> </ul>	
9	<p><i>EIA Considerations – final onshore cable route – Slide 15</i></p> <p><i>Design</i></p> <p>AB outlined that the onshore substation and national grid interface are considered within the assessment:</p> <p>Oakendene substation:</p> <ul style="list-style-type: none"> <li>• AB clarified that the substation design and development of the indicative landscape plan was informed by the historic landscape assessment and the setting of Oakendene Manor.</li> </ul> <p>Existing National Grid Bolney substation extension works:</p> <ul style="list-style-type: none"> <li>• AB noted that the approach to this is outlined within the Preliminary Environmental Information (PEI) Bolney Substation extension works (RED, 2023b) and outlined that the indicative landscape plan will retain the existing woodland to the east of the existing National Grid substation.</li> <li>• AB noted an existing commitment for the Proposed Development substations to remain compliant with noise limits which limits the contribution of operational noise to the effects on heritage assets.</li> </ul> <p>Onshore cable:</p> <ul style="list-style-type: none"> <li>• AB confirmed that once complete the onshore cable will be completely buried, as per PEIR iterations (RED 2021, 2022, 2023a, 2023b).</li> <li>• AB noted that refinements will be made to the onshore cable corridor where possible to limit impacts to known heritage assets. AB noted that additional width has been retained to allow flexibility and consideration for adapting the cable route where remains of high heritage significance may be encountered.</li> <li>• AB confirmed that where trenchless crossing is assessed, this will be agreed and secured in the DCO Application to minimise the effects on buried archaeological heritage assets and elements of historic landscape character such as Ancient Woodland and hedgerows.</li> </ul>	
10	<p><i>EIA Considerations – final onshore cable route – Slide 16</i></p> <p><i>Review of heritage specific commitments</i></p> <p>AB provided an overview of additional measures C-225 and C-261:</p>	

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	<p>C-225 “Where previously unknown archaeological remains of high heritage significance are identified through surveys along the cable route, and where these locations have not been possible to avoid during earlier design stage, consideration will be made for narrowing of the construction corridor to minimise direct impacts.”</p> <p>C-261 “An appropriate and proportional programme of public outreach will be developed and implemented by RED, which will be commensurate to the findings of the archaeological mitigation works.”</p>	
<p>11</p>	<p><i>EIA Considerations – final onshore cable route – Slide 17</i></p> <p><i>Further archaeological investigations (in agreement with relevant stakeholders)</i></p> <p>AB outlined that further archaeological and geoarchaeological investigations are to be undertaken, including the following exercises:</p> <ul style="list-style-type: none"> <li>• Outline Written Scheme of Investigation (WSI), further site-specific WSIs;</li> <li>• Ongoing geophysical magnetometry survey;</li> <li>• Priority archaeological evaluation targeting certain sensitive locations; and</li> <li>• Further evaluation across the proposed DCO Order Limits – to be discussed with Stakeholders.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Iterative mitigation process to be informed by further archaeological investigations and in agreement with relevant stakeholders.</li> </ul>	
<p>12</p>	<p><i>Outstanding ETG Actions – Slide 18</i></p> <p>AB presented outstanding actions from previous ETGs. These included:</p> <ul style="list-style-type: none"> <li>• Providing Historic England and West Sussex County Council (WSCC) with the scoping of heritage assets for assessment of effects arising through changes to setting. AB noted that the ES assessment approach is in line with PEIR (RED, 2021) and relevant professional guidance.</li> <li>• To engage with Historic England, SDNPA and WSCC on archaeological and geoarchaeological evaluation strategies. AB noted that an initial meeting has been undertaken to discuss priority of LACR-01d and noted the need for further engagement to progress the strategy for the proposed DCO Order Limits, an Outline WSI and Site-specific WSIs.</li> <li>• AB outlined engagement with Historic England, SDNPA and WSCC is outstanding to discuss mitigation strategies. AB noted that this engagement is to be informed by ongoing and future archaeological evaluation work.</li> <li>• AB clarified that the settings assessment within the ES would be informed by a detailed settings assessment baseline and viewpoints. AB noted viewpoint selection input was prioritised at Oakendene and was iterative along the onshore cable route. AB clarified that heritage specific viewpoint photography at Oakendene Manor had not yet been achieved due to ongoing land access restrictions. AB noted that a site walkover had been undertaken at Oakendene Manor that informs the ES.</li> </ul> <p>CR requested further information on whether an opportunity will be presented for consultees to review and comment on embedded environmental measures. CR requested clarity on whether narrowing the construction corridor as per C-225 is the only strategy at this stage. CR suggested the potential to incorporate ground matting, site management and trenchless crossing methods at sites where remains of high heritage significance are identified. CR highlighted that C-261 suggested that the programme of outreach wouldn't be undertaken until the mitigation programme</p>	



	<p>NC noted that trial trenching has been undertaken at each location where the Historic Environment geophysical survey has indicated potential for significant buried archaeological remains. NC acknowledged that there may be instances where geophysical survey does not identify significant remains and therefore noted further trial trenching will take place post-consent.</p> <p>AB noted that embedded environmental measures discuss narrowing of the temporary construction corridor and that further engineering mitigation measures will be considered. AB clarified that the embedded environmental measures are applied together to minimise impact as opposed to completely avoiding impact. AB outlined that any considerations in levels of confidence and the information available will all be assessed as the worst case within the ES. AB noted that this would be considered in terms of the planning balance.</p> <p>CH noted that where possible the surveys should be progressed to reduce the unknown.</p> <p>VC noted that elements of survey such as priority area trial trenching should be undertaken in advance of determination of consent in order to provide information on the worst-case scenario. VC noted a strong disagreement with the approach to Historic Environment. VC requested further discussion on the cultural heritage significance of viewpoints and noted that details of the approach to this would be useful.</p> <p>AH requested further information on substation mitigation at Oakendene Manor and the indicative landscape plan.</p>	<p><b>pertaining to the baseline to inform the selection of priority areas for trial trenching.</b></p> <p><b>3 - AB to share draft WSI with CH at WSCC prior to submission of DCO application.</b></p>
<p><b>14</b></p>	<p><b>Landscape and Visual</b></p> <p><i>Progress since March 2023 ETG – Slide 21</i></p> <p>RR provided an update on consultation since the March (2023) ETG, this comprised:</p> <ul style="list-style-type: none"> <li>• Development and implementation of consultation feedback from ETG in March 2023;</li> <li>• Over 100 viewpoints now registered, illustrated and assessed (including replacements/relocations/deletions);</li> <li>• Mitigation – reliability of trenchless crossing techniques further examined to support the Landscape and Visual Impact Assessment (LVIA); and</li> <li>• Development of approach to Residential Visual Amenity Assessment (RVAA).</li> </ul> <p>RR provided an update on progression of the Environmental Statement since March 2023, this included:</p> <ul style="list-style-type: none"> <li>• Review of additional survey information (Arboriculture Survey/Vegetation Retention Plan) to better inform LVIA and assessment of South Downs National Park (SDNP) Special Landscape Qualities (SLQs);</li> <li>• Refinement and completion of mitigation measures and commitments;</li> <li>• Residual effects additionally assessed for Year 10 where required (based on ETG advice); and</li> <li>• Completion of outline Landscape Ecological Management Plan (LEMP) – including guidance on planting on or near the cable corridors and a section of the landscape design principles.</li> </ul>	
	<p><i>EIA Considerations – final route – Slide 22</i></p> <p>RR provided an overview on improvements to mitigation and commitments. These consisted of improvements likely in terms of reduced landscape effects:</p>	

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	<ul style="list-style-type: none"> <li>• Reduced landscape effects (during construction) on SDNP and SLQs;</li> <li>• Reduced landscape character effects (during construction) on the Arun Valley (Arun Flood Plain and Arun Valley Sides) within the SDNP – noting a reduction in significant effects for the Arun Valley Sides G4.</li> <li>• Localised improvements to route alignment through the landscape with reduced construction accesses. RR provided information on further review undertaken to understand whether a construction access is needed or where operational access will be sufficient.</li> </ul> <p>RR provided further information on the likely improvements in terms of reduced visual effects:</p> <ul style="list-style-type: none"> <li>• Routing makes improved use of forestry/woodland cover through the SDNP;</li> <li>• Reducing from significant effects on views (during construction) from up to 4 settlements (Crossbush, Warningcamp, Burpham and Wepham) and associated minor roads within the SDNP to no significant effects within the SDNP;</li> <li>• Reducing significant effects on the Arun Way and the Monarch’s Way long distance recreational routes; and</li> <li>• Reducing from significant effects on views (during construction) from Barpham Hill Open Access Land within the SDNP to no significant effects.</li> </ul>	
	<p><i>Approach to Environmental Statement (ES): Trenchless Crossing Mitigation – Slide 23</i></p> <p>RR outlined that Trenchless Crossings (TCs) are a valuable form of mitigation, capable of reducing residual landscape and visual effects and are included in the LVIA. RR noted that a reasonable degree of certainty is required for the TC to be mapped and to incorporate these into the ES assessment. RR noted that TCs provide mitigation to LVIA by enabling the retention of vegetation in some instances.</p> <p>RR presented the Norfolk Boreas Offshore Wind Farm TC method statement (Royal HaskoningDHV, 2019)<sup>1</sup>. RR confirmed the ES and Outline Code of Construction Practice consider the risk of frac out with further detail also provided in the Construction Method Statement.</p> <p>EP requested further information on the extent to which the Norfolk Boreas example (Royal Haskoning, 2019) can be applied to the Proposed Development due to the varying topography and geology.</p> <p>RR confirmed additional ground investigation works will be undertaken where appropriate alongside work with engineers to confirm the viability of TC techniques.</p> <p>EP noted that the worst-case scenario would be open trenching within the area.</p> <p>NC clarified that this would have to go back to the decision makers, as the ES assesses TC and therefore open cut would not be an option in these locations.</p> <p>EP noted that further investigation could be undertaken to ensure TC was viable.</p> <p>NC highlighted that this would be a commercial risk and outlined the viability of TC has been assessed by engineers and experts in the field.</p> <p>VC outlined a lack of confidence in the evidence and the viability of TC. VC suggested that if the viability of TC is not confirmed then the worst-case scenario must assume open trenches will be</p>	

<sup>1</sup> Royal HaskoningDHV, (2019). *Norfolk Boreas Offshore Wind Farm Method Statement for the crossing of the River Wensum and adjacent watercourses*. [Online] Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/EN010087/EN010087-001455-Method%20Statement%20for%20the%20crossing%20of%20the%20River%20Wensum%20and%20adjacent%20watercourses.pdf> [Accessed 26 June 2023].

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<p>used. VC acknowledged that the viability of TC posed a risk to the Applicant, RED, and noted that RED had not done enough to reduce the risk at this stage.</p> <p>NC confirmed there is confidence behind TC and therefore this would be constrained via the DCO.</p> <p>HM noted that a variation from TC to open cut trenching would not be accepted as a license variation and would require a new application should TC not be viable.</p> <p>NC acknowledged this advice.</p> <p>RR highlighted the importance of TC as a form of mitigation.</p> <p>CH requested further information on the potential to add TC sections post-consent.</p> <p>NC confirmed that there is the potential for this however the ES will assess a worst-case scenario, therefore if the addition of TC would produce different effects to those assessed this would not be possible. NC clarified that additional TC locations would not be possible within populated areas for example. However, the ES will give some flexibility for additional TC.</p> <p>VC clarified that it is advisable to obtain further evidence that TC is viable.</p> <p>NC noted a disagreement between the organisations and the Applicant on this matter.</p> <p>AH requested further information that can be provided to evidence TC.</p> <p>RR requested clarity on any specific concerns on TC from stakeholders.</p> <p>RP raised concerns on relying on mitigation for the impact assessment of the Proposed Development and requested further information on how feasible the mitigation is.</p> <p>CF noted key concerns on the viability of TC are chalk grassland scaps and ancient woodland. CF noted that Rampion 1 used Horizontal Directional Drilling (HDD) in a limited way, therefore was unsure on the efficacy on areas of chalk grassland scaps. CF requested examples of where this had previously been successful.</p> <p>JJ confirmed CF's concerns on both chalk and ancient woodland and noted additional evidence would be required. JJ raised concerns on a lack of resolution on the matter and the comparability of the Norfolk Boreas evidence presented (Royal HaskoningDVH, 2019).</p> <p>NC requested confirmation that they key concern was surrounding the type of geology, namely chalk.</p> <p>CF noted that the topography also needs to be considered. CF highlighted the limited use of HDD on steep topographies.</p> <p>NC noted this would be addressed in a Technical Note on the HDD.</p>	<p><b>4 – RED to provide further evidence on viability of TC techniques</b></p>
<p><i>Approach to Environmental Statement: Residential Visual Amenity Assessment (RVAA) – Slide 24</i></p> <p>RR provided an overview of the Residential Visual Amenity Assessment (RVAA):</p> <p>RR noted that the RVAA methodology is to follow the RVAA: Technical Guidance Note produced by the Landscape Institute in March 2019 (Landscape Institute, 2019)<sup>2</sup>.</p> <p>RR outline the RVAA consists of a desk-based review of properties within the 1km Study Area. This is used to produce a short list of residential properties or groups of residential properties with</p>	

<sup>2</sup> Landscape Institute, (2019). *Residential Visual Amenity Assessment (RVAA) Technical Guidance 2/19*. [Online] Available at: <https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2019/03/tgn-02-2019-rvaa.pdf> [Accessed 26 June 2023].

<p>the potential for significant, close range visual effects. RR noted that most of these short-listed properties have clear mitigating features for example building/vegetation screening/orientation</p> <p>RR outlined that the remaining properties (approximately 20) range up to 125m distance from the proposed DCO Order Limits and are unlikely to be adversely affected in terms of their residential visual amenity. RR noted that there may be a significant visual effect for temporary period. RR provided an overview of embedded environmental measures to mitigate this, these included:</p> <ul style="list-style-type: none"> <li>• Commitment to focused community liaison and visit to review residential property;</li> <li>• Consideration regarding the positioning of the construction plant and materials/soil storage, working hours and construction period; and</li> <li>• Provision of temporary or permanent boundary screen fencing. RR noted this is to be agreed with individual landowners.</li> </ul> <p>AH noted that WSCC are disappointed that no engagement has been undertaken on the RVAA prior to the ETG. AH outlined an expectation for engagement to understand how the guidance (Landscape Institute, 2019) has been applied. AH highlighted that a robust assessment is essential, and highlights concerns regarding the onshore substation and its design. AH requested further engagement as soon as possible for agreement of the RVAA and to discuss the approach to landscaping at Oakendene substation.</p> <p>RR agreed that this engagement would be arranged.</p> <p>AH noted this engagement should cover the relevant zones for the onshore cable corridor, RVAA and other matters relating to LVIA.</p> <p>Relevant zones for cable, RVAA, and other matters to discuss with LVIA team.</p> <p>VC: want to confirm that working hours and construction period considers lighting especially for 24 hour works areas.</p> <p>RR: Confirmed this will be considered as part of mitigation.</p>	<p><b>5 – RR to undertake engagement with AH at WSCC regarding RVAA.</b></p>
<p><i>Survey/data collection update – Slide 25</i></p> <p>RR provided an update on surveys and data collection, this comprised:</p> <ul style="list-style-type: none"> <li>• Viewpoint photography is now complete. RR noted that the completion of the site photography had been delayed due to poor weather conditions;</li> <li>• Detailed feedback from the March 2023 ETG and PEIR, PEIR SIR and PEIR FSIR (RED, 2021; 2022; 2023a) has been considered and documented. This had led to the following updates:</li> <li>• Viewpoints within the proposed DCO Order Limits have been amended as per S42 comment suggestions – RR noted Viewpoint H2a has been relocated and renamed as per suggestion;</li> <li>• Viewpoint H1e has been relocated further south of A27 to facilitate a more open location; and</li> <li>• An additional viewpoint has been provided to account for the Lyminster Bypass, to be included in the cumulative assessment.</li> <li>• RR noted over 100 viewpoints have now been registered, illustrated and assessed including replacements, relocations and deletions; and</li> <li>• Sharing of selected viewpoint photograph/locations (not previously seen) with the consultees and WSCC.</li> </ul>	



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<p>RR confirmed that additional viewpoints and information will be provided in the ES.</p> <p>CH requested further information on the mapping of viewpoint locations and whether this will highlight heritage assets or whether a duplication will be produced by the Historic environment team.</p> <p>AB clarified that the Historic Environment team would produce mapping of the viewpoints overlaid with heritage assets. AB confirmed there would be specific figures and viewpoints to facilitate cross referencing between the information provided by LVIA and Historic Environment.</p> <p>AH requested further information on whether additional engagement would be carried out on these prior to submission.</p> <p>RR confirmed additional engagement could be undertaken for additional viewpoints since PEIR (2021).</p> <p>AH queried the impact of land access restrictions at Oakendene manor, meaning a viewpoint in a south easterly direction is not possible.</p> <p>AB confirmed access had previously been permitted and a walkover survey undertaken alongside informal photography and observations. AB clarified these would support this assessment.</p> <p>AH requested further information on whether this is detailed in the assessment.</p> <p>AB confirmed it is.</p> <p>CH requested confirmation on whether an additional viewpoint would be selected at Oakendene manor.</p> <p>AB clarified that the viewpoint has been identified, but land access challenges have prevented photography. AB noted that unless land access restrictions are lifted in the coming weeks, this viewpoint would not be available for incorporation into the ES assessment.</p> <p>CH asked whether the worst-case scenario would mean this photography was undertaken post submission.</p> <p>AB confirmed this.</p> <p>ES requested further information on whether additional viewpoint photography/assessment had been undertaken at Climping Beach Site of Special Scientific Interest (SSSI).</p> <p>RR noted that the landscape team had undertaken a site visit to view the settlement but had not undertaken viewpoint photography. RR confirmed that the receptors had been assessed during site visits.</p> <p>ES outlined that this information would be shared with her colleagues and noted that the landscape team would be made aware if this was not satisfactory.</p> <p>VC highlighted it was positive to see additional landscape assessment being undertaken. VC requested clarification on the intervisibility between offshore and onshore assessment, noting that this was discussed at PEIR and the route has undergone significant changes since this point.</p> <p>CF noted that the additional viewpoints were welcomed, and noted it was good to see these have been refined.</p> <p>RR clarified that intervisibility will be assessed under whole project effects within the ES chapter. RR noted engagement with the SLVIA workstream and documentation. RR confirmed some viewpoints within the SDNP had been micro-sited and carefully positioned to obtain representative data.</p>	
<p><i>Outstanding ETG Actions – Slide 26</i></p>	



<p>RR provided an overview of outstanding ETG actions, these included to review the effectiveness of the Rampion 1 cable corridor reinstatement. RR noted site visits to Rampion 1 had been undertaken by the ecology team. RR clarified that mitigation has been strengthened through the commitments register and the assessment extended to include 10 years monitoring.</p> <p>RR also noted that the approach to the RVAA is to be agreed. RR confirmed that the Landscape Institute best practice methodology is proposed and noted the requirement for flexibility to allow bespoke mitigation and consultation with residents to agree detailed commitments.</p> <p>VC highlighted an additional outstanding action for engagement with SDNPA to discuss how SDNP has been assessed and to address concerns on appropriate assessment of the special landscape qualities. VC noted that while the proposed DCO Order Limits have moved, the effect remains the same.</p> <p>RR clarified that the approach to the assessment of SLQs was included at PEIR (2021) and followed the methodology by Nature Scot and asked if that would be acceptable. RR proposed further engagement on the assessment of the SLQs.</p> <p>CF noted the SLQs of SDNP is well published and this should be understood within the ES assessment. CF noted that concerns may arise on using a methodology that is not specific to English national parks and that the specific geography of SDNP must be considered.</p> <p>AH requested further information on how the indicative landscape plan is used as part of LVIA wider mitigation. AH requested clarification on approach to this.</p> <p>RR confirmed that this will be made available as part of the ES and will be subject to further consultation at that stage.</p> <p>NC confirmed that the indicative landscaping plan will be submitted with the DCO application. NC clarified this is indicative only and the detailed plan will be signed off as final through requirement discharge process once detail of the substation is confirmed.</p> <p>AH noted that this was understood. AH requested further information on whether this would be discussed with consultees prior to submission.</p> <p>NC noted that the programme is unlikely to allow for further discussion on this and clarified that the visual screening adopts a parkland style in keeping with the history of the site.</p> <p>EP requested that Natural England are involved in the targeted meeting with SDNPA.</p>	<p><b>6 – RR to arrange further engagement with SDNPA and Natural England on SLQs.</b></p>
<p><i>Statement of Common Ground – Slide 28</i></p> <p>NC presented a diagram on the approach to creating a Statement of Common Ground (SoCG), this included a template with record of meetings undertaken. NC proposed this would likely be requested at deadline one of examination.</p> <p>AH clarified that experience of other Nationally Significant Infrastructure Projects (NSIPs) have requested Programme Approval Documents earlier than deadline one.</p>	
<p><i>Any Other Business – Slide 29</i></p> <p>CH requested further information on additional reports to be issued prior to submission of DCO application for historic environment.</p> <p>AB clarified that this would include the Outline WSI would be provided. All other documents are in review stages and will be appended to ES.</p> <p>CH requested clarity on whether the settings scoping assessment would be provided.</p> <p>AB confirmed this was possible, however the incorporation of any comments received was unlikely given the Proposed Development programme.</p>	<p><b>7 – AB to provide CH with Brook</b></p>

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	<p>NC noted the Brook Barn Farm trial trenching report would be provided to CH in capacity as the WSCC County Archaeologist.</p> <p>JM thanked attendees and noted meeting minutes would be provided in due course.</p>	<p><b>Barn Farm trial trenching report once finalised.</b></p>
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# Meeting Minutes



**Date:** [16/06/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting – Air Quality, Noise & Vibration, Soils & Agriculture and Ground Conditions

Attendee	Role
██████████ (VC) – South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (NC) – Rampion Extension Development Limited (RED)	Rampion 2 Onshore Consents Manager
██████████ (SC) – WSP	Environmental Impact Assessment (EIA) Project Assistant
██████████ (IG) - WSP	Air Quality technical lead
██████████ (LG) - WSP	Soils and Agriculture technical lead
██████████ (AH) – West Sussex County Council (WSCC)	Rampion 2 Project Officer
██████████ (JL) – Arun District Council (ADC)	Environmental Health Officer – Air Quality
██████████ (JM) – WSP	EIA Project Manager
██████████ (JN) – West Sussex County Council	Principal Planner
██████████ (MP) – Horsham District Council	
██████████ (AP) - SDNPA	Transport Officer
██████████ (CR) – Arun District Council	Senior Environmental Health Officer (EHO) – Noise and vibration
██████████ (ER) – Natural England	Soil Specialist
██████████ (BR) - WSP	Ground conditions technical lead
██████████ (RS) - WSCC	Principal Planner
██████████ (OW) – Environment Agency	Sustainable Places Advisor
██████████ (TW) – Environment Agency	Groundwater and Contaminated Land Technical Specialist
██████████ (JW) – WSP	Noise and Vibration specialist

**Apologies:**

None received

**Actions Summary**

Number	Action
1	NC to ensure justification for construction compound choice is included in Development Consent Order (DCO) application submission.
2	JM to arrange a meeting between transport and SDNPA.
3	JM to arrange a meeting between transport and WSCC.
4	JM to arrange a meeting between HDC and IG.
5	JM to discuss viability of trenchless crossing techniques with engineers.

Topic of Discussion	Actions
<p><b>1 Welcome and update from RED</b></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were conducted for all attendees.</p> <p><i>Rampion 2 Indicative Timeline – Slide 4</i></p> <p>NC noted a press release had been released showing the final route option. NC presented the application submission and examination indicative timeline from Development Consent Order (DCO) Submission to Construction. NC advised construction is due to commence in 2026 so that the Proposed Development can be operational by 2030 to contribute towards government targets.</p> <p><i>Review of consultations</i></p> <p>NC provided an overview of consultations undertaken from 2020 to 2023 including;</p> <ul style="list-style-type: none"> <li>• Non-statutory;</li> <li>• Statutory including: <ul style="list-style-type: none"> <li>○ Preliminary Environmental Information Report (PEIR) (2021);</li> <li>○ PEIR Supplementary Information Report (SIR) (2022);</li> <li>○ PEIR Further Supplementary Information Report (FSIR) (2023a); and</li> <li>○ Preliminary Environmental Information (PEI) – Bolney Substation Extension Works (2023b).</li> </ul> </li> </ul> <p>AH requested further information on granular detail to be provided to local residents on the cable route. NC replied that the Applicant would not be sharing any further information publicly before DCO submission, but that any affected landowners would be provided with more detail as part of ongoing negotiations.</p>	
<p><b>2 Onshore cable route selection – Slides 6 and 7.</b></p> <p>NC presented the final onshore cable route noting that Longer Alternative Cable Route (LACR)-01a and LACR-01d have been selected.</p> <p>NC clarified that the selection of LACR-01 was a result of a balanced appraisal of environmental factors, noting that this was largely driven by ecology including:</p> <ul style="list-style-type: none"> <li>• Warning Camp and New Down Local Wildlife Site (LWS); and</li> <li>• LACR-02 would affect ancient woodland.</li> </ul> <p>NC clarified LACR-01 avoids both of these factors. LACR-01 also avoids potential effects on a water Source Protection Zone (SPZ) that were unable to be ruled out from the proposed Development Consent Order (DCO) Order Limits presented at PEIR stage (2021). NC outlined that LACR-01 was the best performing route for ecology, noise, traffic and impact on business, and confirmed that these decisions would be defined in the DCO application.</p>	
<p><b>3 Landfall – Slide 8</b></p> <p>NC outlined that additional space at the Landfall location had been consulted upon and presented the indicative cable corridor.</p> <p>NC provided further information on the removal of Alternative Cable Route (ACR)-01, noting that historic environment geophysical surveys had revealed limited significance.</p>	

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4	<p><i>South Downs – Slide 9</i></p> <p>NC presented the area of the South Downs National Park Authority (SDNPA) crossed by the DCO Order Limits, noting that the area at Sullington Hill provided a wide area to allow for optioneering the location of Horizontal Directional Drilling (HDD).</p> <p>NC noted that HDD would be used to pass under Washington Recreation Ground and A roads.</p>	
5	<p><i>Adur Valley – Slide 10</i></p> <p>NC confirmed that a single construction compound had been selected in Washington on the A283.</p>	
6	<p><i>Substations – Slide 11</i></p> <p>NC presented the onshore substation at Oakendene, noting a reduction in the construction works area for the DCO application. NC clarified that the proposed DCO Order Limits would be maintained to allow tree planting for ecological and landscape and visual mitigation.</p> <p>NC outlined that the Oakendene substation location will access the existing Bolney National Grid substation via the northern cable route presented in Slide 11 due to its reduced proximity to residential dwellings.</p> <p>AH asked if the justification for the choice of construction compound would be included in the DCO submission. NC confirmed this will be included.</p> <p>CR raised that there are proposals for house building in proximity to Ford and wished to ascertain that any impacts on future residents were justified. NC confirmed this is known and targeted landowner consultation has been undertaken in this area to facilitate adjustments to the road for a proposed new roundabout or junction. NC confirmed the proposed DCO Order Limits allow for current and future scenarios.</p>	<p><b>1 - NC to ensure justification for construction compound choice is included in Development Consent Order (DCO) application submission.</b></p>
7	<p><b>Air Quality</b></p> <p><i>Update on progress since March 2023 ETG – Slide 14</i></p> <p>IG provided an update on progression since March 2023, this included:</p> <ul style="list-style-type: none"> <li>• Review of the requirement for an Air Emission Mitigation Strategy. IG noted that a review of the final onshore cable route has indicated that an Air Emission Mitigation Strategy is not appropriate;</li> <li>• IG outlined that feedback from consultations, ETGs and stakeholder meetings have been incorporated into the ES; and</li> <li>• IG summarised that the approach to the ES remains consistent with the approach published at Preliminary Environment Information Report (PEIR) (RED, 2021).</li> </ul> <p>AP requested further information on whether the use of a single construction compound is likely to impact air quality due to concentration in one location.</p> <p>IG noted that the air quality chapter is focussed on the use of generators and dust sources as opposed to potential impacts from traffic related to the Proposed Development. IG advised further information on the potential impacts resulting from traffic related to the Proposed Development will be provided in the transport chapter. IG confirmed that traffic calculations have determined that modelling potential air quality impact has not been assessed as necessary for the Proposed Development.</p> <p>VC noted a meeting with South Downs National Park should have taken place, however this has not yet been scheduled.</p> <p>JM noted this would be arranged as soon as possible.</p>	<p><b>2 – JM to arrange a meeting between transport and SDNPA.</b></p>

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	<p>MP noted that air quality mitigation for Horsham District Council had been screened out and asked whether regard had been given to Sussex Air Quality Guidance (Sussex Air Partnership, 2021)<sup>1</sup>.</p> <p>IG confirmed that the guidance (Sussex Air Partnership, 2021) has a list of criteria regarding the requirement for a development to produce an Air Quality Mitigation Strategy and that review had been based on these criteria. IG clarified that the mitigation applied to industrial and residential projects. IG advised that construction traffic will be addressed in the transport ES and DCO documents.</p> <p>AH noted that, within the draft DCO Construction Traffic Management Plan (CTMP), the embedded environmental measures outlined that Heavy Goods Vehicles (HGVs) are to avoid the Air Quality Management Area (AQMA) in Cowfold, where possible. AH advised that this is amended to ensure HGVs avoid the AQMA.</p> <p>IG noted this would be discussed with the transport team.</p> <p>AH noted that if this commitment is not amended this would need to be reflected in the assessment. AH requested that a meeting with transport is arranged following design freeze.</p> <p>JM acknowledged this.</p> <p>MP noted agreement with AH on the avoidance of Cowfold AQMA. MP outlined that Sussex air quality guidance has two requirements, comprising air quality and emissions mitigation. MP requested further information on whether the emissions mitigation tier had been considered.</p> <p>IG clarified that predicted increases in traffic levels as a result of the Proposed Development are not assessed to be significant enough to increase ground level concentrations across a wide area. IG noted that any impacts would be temporary and that mitigation presented in the Sussex guidance do not apply to the Proposed Development. IG confirmed that the outline Construction Traffic Management Plan (CTMP) and embedded environmental measures focussing on dust will mitigate any potential impacts. IG outlined that the level of assessment and mitigation was proportionate to the potential impacts.</p> <p>IG suggested further engagement with MP with regards the air quality guidance (Sussex Air, 2021).</p>	<p><b>3 – JM to arrange a meeting between transport and WSCC.</b></p> <p><b>4 – JM to arrange a meeting between HDC and IG.</b></p>
8	<p><i>EIA considerations – final onshore cable route – Slide 15</i></p> <p>IG confirmed there was no change to the overall assessment outcomes and conclusions at PEIR/PEIR Supplementary Information Report (SIR) (RED, 2022) /PEIR Further Supplementary Information Report (FSIR) (RED, 2023) anticipated based on the final onshore cable route (i.e., no significant effects predicted).</p>	
9	<p><i>Survey/data collection update – Slide 16</i></p> <p>IG noted that no surveys are required for the air quality discipline and that the baseline presented in the ES has been updated to reflect the latest monitoring data from the relevant Local Authorities.</p>	
10	<p><i>Outstanding ETG actions – Slide 17</i></p> <p>IG addressed outstanding actions; this comprised the discussion with HDC regarding the Air Emissions Mitigation Strategy (Sussex Air, 2021).</p>	See Action 4
11	<p><b>Noise and vibration</b></p> <p><i>Update on progress since March 2023 ETG – Slide 19</i></p>	

<sup>1</sup> Sussex Air, (2021). *Air quality and emissions mitigation guidance for Sussex (2021)*. [Online] Available at: <https://sussex-air.net/wp-content/uploads/2022/09/Sussex-AQ-Guidance-V.1.2-2021.pdf> [Accessed 07 July 2023].

	<p>JW provided an update on progress since March 2023, this comprised:</p> <ul style="list-style-type: none"> <li>• Undertaking baseline sound surveys to inform the construction noise assessment, JW noted this was undertaken in March and May 2023. JW confirmed that the baseline sound report with the survey results will be appended to the ES;</li> <li>• A review of Section 42 consultation responses and incorporation into the ES for noise and vibration. JW confirmed ongoing consultation responses are considered within the approach to baseline sound surveys to inform the construction noise assessment; and</li> <li>• Confirmation that the approach to the ES remains consistent with the approach outlined within the Preliminary Environmental Information Report (PEIR) (2021).</li> </ul>	
12	<p><i>Existing National Grid Bolney substation extension works: Targeted consultation feedback – Slide 20</i></p> <p>JW clarified no changes to the outcomes reported in PEIR (2021) are anticipated for noise and vibration in respect of the existing National Grid Bolney substation extension works. JW confirmed that no comments were received on noise and vibration conclusions as part of the targeted consultation.</p> <p>AP requested further information on whether the compound in proximity to a caravan park would result in noise and vibration impacts.</p> <p>JW confirmed this is considered within the ES assessment and noted the worst-case scenario is being used to assess the area.</p> <p>JN noted that there is no increase in noise at Bolney and requested further information on whether the substation extension works will add any noise such as construction noise.</p> <p>JW noted that during the operation and maintenance phase the extension works will generate negligible levels of noise and that the construction phase will be considered within the ES assessment.</p> <p>AP requested further information on whether noise at decommissioning is considered.</p> <p>JW confirmed this is also addressed within the ES.</p>	
13	<p><i>EIA Considerations – final onshore cable route – Slide 21</i></p> <p>JW outlined that no change to the overall assessment approach, outcomes or conclusions at PEIR, PEIR SIR, PEIR FSIR (RED, 2021; 2022; 2023) are anticipated abased on the final onshore cable route and noted that the ES incorporates feedback from consultations, ETG and stakeholder meetings.</p>	
14	<p><i>Survey/data collection update – Slide 22</i></p> <p>JW provided an update on survey/data collection, comprising:</p> <ul style="list-style-type: none"> <li>• Baseline sound surveys undertaken 27 – 29 March 2023 and 3 – 4 May 2023. JW confirmed this data is used to inform the construction noise assessments;</li> <li>• Where access and weather constraints resulted in data not being obtained, JW clarified the assessment will subsequently default to the most robust assessment category (BS 5228-1 Category A) to ensure a worst-case assessment; and</li> <li>• All baseline sound data obtained (for both operations and construction assessments) will be appended to the ES in a 'Baseline Sound Report'.</li> </ul> <p>JN requested further information on whether lessons learned from Rampion 1 are incorporated into the assessment.</p>	

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	JW confirmed this was understood and incorporated into the ES.	
15	<p><b>Soils and Agriculture</b></p> <p><i>Update on progress since March 2023 ETG – Slide 25</i></p> <p>LG provided an update on progress since March 2023, this comprised:</p> <ul style="list-style-type: none"> <li>updates to the baseline information for the ES to incorporate all soil and agricultural land classification (ALC) survey data. LG noted that where land within the proposed DCO Order Limits has not yet been surveyed, the approach to defining the baseline is detailed in the ES and remains consistent with the PEIR (RED, 2021). LG noted that the Soils and ALC Report will be appended to the ES, however, does not cover the extent of the proposed DCO Order Limits. LG clarified this report will summarize the observations from hand dug pits done to 1.2m in accordance with Natural England Guidance.</li> <li>Incorporation of feedback from Section 42 consultations and ETGs. S42 responses were reviewed and incorporated into the ES for soils and agricultural land and the Outline Soils Management Plan; and</li> <li>LG confirmed the approach to the ES remains consistent with that outlined in the PEIR but now reflects the final proposed DCO Order Limits. LG noted the effects on soils and agricultural land are assessed based on the area of land affected and the sensitivity of the receptor, which for Rampion 2 is largely defined by the ALC grade.</li> </ul>	
16	<p><i>EIA considerations – final onshore cable route – Slide 26</i></p> <p>LG outlined the updated baseline section confirmed the ALC grades for land that has had soil and ALC survey within the proposed DCO Order Limits for the final onshore cable route. LG clarified that for areas not yet surveyed, the ALC grade is estimates in the ES. The surveyed and estimated ALC grades are set out in the baseline and used to inform the assessment.</p> <p>LG clarified where estimated of ALC grade has been needed, this has been based on the ALC survey findings and provisional ALC mapping. To ensure that a conservative assessment of the likely effects on soils / agricultural land is made, all provisional Grade 3 land is assessed as Subgrade 3a (best and most versatile land).</p> <p>LG confirmed there is no expected change to the overall assessment outcomes and conclusions at PEIR/PEIR SIR/PEIR FSIR based on the final onshore cable route (i.e., no significant effects predicted).</p>	
17	<p><i>Survey/data collection update – Slide 27</i></p> <p>LG provided an update on survey and data collection. LG noted that the updated baseline data described in the Environmental Statement is presented in figures accompanying the ES chapter.</p> <p>LG outlined that confirmation is included in the Outline Soil Management Plan (SMP) and in C-183 that:</p> <p><i>'Where safety (unexploded ordnance - UXO) or access constraints have limited soil and ALC survey to date, survey will be completed at the required density post consent and prior to construction, as part of detailed design. The SMP will be updated to a Final SMP prior to construction, once soil and ALC surveys are complete, to include protective measures for all relevant soil types and agricultural land grades within the working corridor.'</i></p> <p>LG highlighted a large gap in survey data within the South Downs National Park due to the moderate to high Unexploded Ordnance (UXO) risk therefore provisional mapping is used. LG confirmed the data gap is acknowledged and the indicative measures are included to be used where necessary. The SMP is to be updated pre-construction.</p>	



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<p>AH requested confirmation on the percentage cover of the proposed DCO Order Limits not yet surveyed.</p> <p>LG confirmed 36% of the proposed DCO Order Limits has been surveyed and confirmed that the central area (G4) will not all be used.</p> <p>AH requested that the ES addresses areas not surveyed and the reasons behind this.</p> <p>LG confirmed this is addressed within the ES.</p> <p>VC noted that due to the UXO risk areas within SDNP will not be looked at until pre-construction phase. VC highlighted that not assessing SDNP is a risk.</p> <p>LG confirmed that the underlying soil is known to be chalk and this is covered within the SMP.</p> <p>NC confirmed that surveys inform ALC and how the soil must be handled. NC outlined that if the Proposed Development is granted consent UXO clearance will be undertaken to allow for further survey outside of low-risk areas, however at this stage the worst-case is assumed. NC clarified that at this stage it is not feasible to invest in UXO clearance for a marginal consent benefit.</p> <p>LG confirmed ALC maps have been consulted and informed the assessment.</p> <p>ER queried that if provisional ALC mapping is used micro-siting and flexibility cannot be confirmed. ER advised that areas provisionally graded 2 and 3 are surveyed to enable confirmation of what land is Best Most Versatile.</p> <p>LG noted uncertainty on whether this could be achieved prior to DCO submission.</p> <p>NC confirmed this will be possible to undertake these surveys if consent is granted to allow for micro-siting. NC confirmed UXO surveys are to be undertaken however due to the risk involved this will be undertaken once a decision on consent has been provided.</p> <p>ER requested confirmation that no further survey is to be undertaken at this stage in the application process.</p> <p>NC confirmed a proportionate benefit was not clear to justify undertaking UXO surveys at this stage.</p> <p>ER asked whether the route presented within this ETG is the final route.</p> <p>NC confirmed this is the final construction corridor, within which the route will be micro-sited.</p> <p>AH requested whether the UXO moderate risk covered the National Park in its entirety.</p> <p>NC clarified this increased UXO risk area extends further due to the area being used as training grounds during WW2.</p> <p>AH requested further information on how UXO clearance is assessed in the ES.</p> <p>BR confirmed this is addressed within the Ground Conditions chapter and includes a report produced by Zetica regarding UXO risk.</p> <p>JN noted that the true soil storage duration should be accounted for as a worst-case. JN outlined Rampion 1 stored soil stockpiles longer than originally intended.</p> <p>LG confirmed this is addressed within the SMP.</p> <p>ER advised that areas to be used for soil stockpiling need to be considered as early in the process as possible, noting that different soil types will need storing separately and requested further information on whether space allowances are sufficient.</p> <p>LG confirmed this is also detailed within the SMP.</p>	
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	<p>AP asked does the 40m temporary construction corridor width include soil storage.</p> <p>LG confirmed this is detailed within the ES.</p> <p>AP requested further information on whether the SMP is affected by heritage or archaeological finds.</p> <p>LG clarified that the SMP is separate to the cultural heritage assessment but noted that archaeological section will have a different plan to account for this.</p> <p>JM noted that ALC surveys will be undertaken prior to intrusive surveys such as geophysics, the information within the SMP will be incorporated into the archaeological works. JM noted this would be discussed with the historic environment technical lead.</p>	
18	<p><b>Ground Conditions</b></p> <p><i>Update on progress since March 2023 ETG – Slide 29</i></p> <p>BR provided an update on progress since March 2023, this comprised:</p> <ul style="list-style-type: none"> <li>• Update and finalisation of baseline data for use within the ES;</li> <li>• Review of feedback from Section 42 consultation and feedback from supplementary consultations and incorporation into ES chapter where appropriate;</li> <li>• Further engagement with WSCC on minerals safeguarding has been undertaken with the feedback being incorporated into the ES chapter.</li> <li>• Drafting of the ES chapter using principles agreed at scoping/PEIR. BR confirmed the preliminary assessment in the PEIR is being updated and finalised based on final onshore cable route.</li> </ul>	
19	<p><i>Existing National Grid Bolney substation extension works: Targeted consultation feedback – Slide 30</i></p> <p>BR highlighted there were no changes to the outcomes of the PEIR (RED, 2021) anticipated for ground conditions resulting from the existing National Grid Bolney substation extension; and noted no comments were received on ground conditions conclusions as part of the targeted consultation.</p>	
20	<p><i>Approach to Environmental Statement – Land Contamination – Slide 31</i></p> <p>BR outlined the approach to ES remains consistent with the approach outlined at PEIR (RED, 2021) in respect of scope and methodology. BR confirmed the ES will comprise chapter text and updated Desk Study (which forms the ground conditions baseline) as an appendix.</p> <p>The ES incorporates feedback from consultations, ETG and stakeholder meetings.</p> <p>BR clarified that the report produced by Zetica on the UXO study is appended to the Geo-environmental desk study.</p>	
21	<p><i>Approach to ES – Minerals Safeguarding – Slide 32</i></p> <p>BR confirmed the approach to ES remains consistent with the approach outlined at PEIR in respect of scope and overall methodology.</p> <p>BR noted that following the discussion with WSCC minerals planners, the methodologies for assessing the sensitivity and magnitude of effect criteria have been reviewed to ensure they are aligned to Policy M9 of the West Sussex Joint Minerals Local Plan (WSCC, 2018). In line with this discussion and review of Policy M9, the following change is proposed for the soft sand mineral resource in assessing the effects in line with the methodology:</p> <ul style="list-style-type: none"> <li>• Approach at PEIR: Broad assessment of the overall proportion of the resource in the minerals safeguarding area being sterilised</li> </ul>	

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	<ul style="list-style-type: none"> <li>Approach at ES: High level assessment of the physical quantity of resource being sterilised in the minerals safeguarding area.</li> </ul> <p>BR confirmed that the physical value of the sterilised land should incorporate the methodology as discussed with mineral planners.</p>	
22	<p><i>EIA Considerations – final onshore cable route – Slide 33</i></p> <p>BR provided an overview of considerations for the final proposed DCO Order Limits, this included:</p> <ul style="list-style-type: none"> <li>Land contamination: BR outlined there was no change to the overall assessment outcomes and conclusions at PEIR/SIR/FSIR anticipated based on the final onshore cable route (i.e. no significant effects); and</li> <li>Minerals Safeguarding: BR confirmed that the initial indication is that the Environmental Statement assessment will conclude a significant effect on the soft sand resource, driven by changing the methodology approach following discussion with WSCC. BR highlighted no changes to the overall assessment outcomes and conclusions at PEIR/SIR/FSIR anticipated for other mineral resources, mineral safeguarded sites or existing minerals sites (i.e., no significant effects).</li> </ul> <p>BR noted that the Proposed Development was unable to avoid soft sand resources.</p>	
23	<p><i>Outstanding ETG Actions – Slide 34</i></p> <p>BR provided an overview of outstanding ETG actions, these included:</p> <ul style="list-style-type: none"> <li>The request to provide a copy of confirmed onshore cable corridor to close out S42 comment and allow Arun District Council to carry out a Part 2A contaminated land review. BR noted that the boundary was provided to ADC who shared with their Contaminated Land Officer (CLO) on 02 May 2023; and</li> <li>Minerals safeguarding meeting to be set up with technical team at WSCC to discuss the approach to the ES. BR confirmed the engagement was undertaken with WSCC mineral planners on 20 March 2023 and noted that the feedback is being incorporated into the ES primarily around the method of assessment against WSCC policy requirements.</li> </ul> <p>JN noted that the Joint Minerals Plan was updated in 2021. JN requested further information on whether the positive use of soft sand will be presented so that the amount available for re-use is known.</p> <p>BR confirmed this is assessed in the ES and would consider whether this can be quantified.</p> <p>JN outlines that severance needs to be considered within the assessment.</p> <p>BR confirmed this will be assessed in the ES.</p> <p>JN requested confirmation on whether trenchless crossing (HDD) would have land contamination impacts.</p> <p>BR noted this is addressed within the Ground conditions and Water environment ES chapters and covered by commitments with regards breakout of drilling fluids.</p>	
24	<p><i>DCO timetable &amp; Statements of Common Ground – Slide 36</i></p> <p>NC noted that the template for the Statement of Common Ground (SoCG) is to be shared over the coming weeks and noted the relevant reps will be transposed.</p> <p>NC confirmed the Applicant's approach is to proceed on the basis of a standard process of examination.</p>	
25	<p><i>AOB – Slide 37</i></p>	

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<p>VC requested further information on the viability of the ground within the proposed DCO Order Limits and the methodology for assessing if HDD is able to be supported.</p> <p>BR confirmed that this is assessed by the engineers and that the Ground conditions chapter assesses elements such as land contamination.</p> <p>JM clarified that this will be discussed with the engineers.</p> <p>NC outlined that the water team have investigated karstic features and will outline this in the upcoming ETG meeting.</p> <p>AH advised Dogger Bank can be useful for further information on drilling through chalk.</p> <p>JM thanked all attendees and noted minutes will be shared in due course.</p>	<p><b>5 – JM to discuss viability of trenchless crossing techniques with engineers.</b></p>
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# Meeting Minutes

**Date:** [20/06/2023 10:00 – 12:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Expert Topic Group (ETG) Meeting –

Attendee	Role
██████████ (KB) – National Highways	Planning Advisor for Kent and Sussex
██████████ (GB) – WSP	Transport technical lead
██████████ (OC) – Hatch	Socio-economics Technical Lead
██████████ (VC) – South Downs National Park Authority (SDNPA)	Principal Planning Officer
██████████ (NC) – Rampion Extension Development Ltd (RED)	Rampion 2 Onshore Consents Manager
██████████ (IG) – West Sussex County Council (WSCC)	Principal Planner, County Highways
██████████ (AH) – WSCC	Rampion 2 Project Officer
██████████ (JMo) – Brighton and Hove City Council	Planning Applications Manager
██████████ (JM) – WSP	Environmental Impact Assessment (EIA) Project Manager
██████████ (AP) – SDNPA	Transport Officer
██████████ (CS) – WSP	Assistant EIA Project Manager
██████████ (ES) – Icen Projects (on behalf of Arun District Council)	EIA Consultant

**Apologies:**

Mike Furness (Associate of Hatch)

**Actions Summary**

Number	Action
1	GB to undertake engagement with Active Travel England
2	Transport team to consider removal of A272 from the West Sussex Transport Plan.
3	GB to consider providing WSCC with further quantification of vehicle movements.
4	GB to undertake engagement with WSCC on transport surveys.
5	GB to undertake further engagement with SDNPA and WSCC on transport surveys.
6	OC to confirm details of engagement with SDNPA and socio-economics on transport.
7	Socio-economics team to engage with WSCC and SDNPA regarding rights of way and management of crossings.
8	RED to consider potential for engagement with WSCC regarding Outline Employment and Skills Plan.

	Topic of Discussion	Actions
1	<p><b>Welcome</b></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were conducted for all attendees.</p> <p><i>Rampion 2 Indicative Timeline – Slide 4</i></p> <p>NC noted a press release had been undertaken showing the final route option. NC presented the application submission and examination indicative timeline from Development Consent Order (DCO) Submission to Construction.</p> <p><i>Review of consultations – Slide 5</i></p> <p>NC provided an overview of consultations undertaken from 2020 to 2023 including;</p> <ul style="list-style-type: none"> <li>• Non-statutory;</li> <li>• Statutory including: <ul style="list-style-type: none"> <li>○ Preliminary Environmental Information Report (PEIR) (2021);</li> <li>○ PEIR Supplementary Information Report (SIR) (2022);</li> <li>○ PEIR Further Supplementary Information Report (FSIR) (2023a); and</li> <li>○ Preliminary Environmental Information (PEI) – Bolney Substation Extension Works (2023b).</li> </ul> </li> </ul>	
2	<p><b>Onshore cable route selection</b></p> <p><i>Onshore cable route selection – Slides 6 and 7.</i></p> <p>NC presented the final onshore cable route noting that Longer Alternative Cable Route (LACR)-01a and LACR-01d have been selected.</p> <p>NC clarified that the selection of LACR-01 was a result of a balanced appraisal of environmental factors, noting that this was largely driven by ecology including:</p> <ul style="list-style-type: none"> <li>• Warning Camp and New Down Local Wildlife Site (LWS); and</li> <li>• LACR-02 would affect ancient woodland.</li> </ul> <p>NC clarified LACR-01 avoids both of these factors. LACR-01 also avoids potential effects on a water Source Protection Zone (SPZ) that were unable to be ruled out from the proposed DCO Order Limits presented at PEIR stage (2021). NC outlined that LACR-01 was the best performing route for ecology, noise, traffic and impact on business, and confirmed that these decisions would be defined in the DCO application.</p> <p><i>Landfall – Slide 8</i></p> <p>NC outlined that additional space at the Landfall location had been consulted upon and presented the indicative cable corridor.</p> <p>NC provided further information on the removal of Alternative Cable Route (ACR)-01, noting that historic environment geophysical surveys had revealed limited significance.</p> <p><i>South Downs – Slide 9</i></p>	

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	<p>NC presented the area of the South Downs National Park Authority (SDNPA) crossed by the DCO Order Limits, noting that the area at Sullington Hill provided a wide area to allow for optioneering the location of Horizontal Directional Drilling (HDD).</p> <p>NC noted that HDD would be used to pass under Washington Recreation Ground and A roads.</p> <p><i>Adur Valley – Slide 10</i></p> <p>NC confirmed that a single construction compound had been selected in Washington on the A283.</p> <p><i>Substations – Slide 11</i></p> <p>NC presented the onshore substation at Oakendene, noting a reduction in the construction works area for the DCO application. NC clarified that the proposed DCO Order Limits would be maintained to allow for tree planting for ecological and landscape and visual mitigation.</p> <p>NC outlined that the Oakendene substation location will access the existing Bolney National Grid substation via the northern cable route presented in Slide 11 due to its reduced proximity to residential dwellings.</p>	
<b>3</b>	<p><b>Traffic and Transport</b></p> <p><i>Update on progress since March 2023 ETG – Slide 13</i></p> <p>GB provided an update on progress since March 2023, this included:</p> <ul style="list-style-type: none"><li>• Small changes to the traffic flows, working in collaboration with the engineering team;</li><li>• Progression of the draft Environmental Statement (ES) chapter and its Appendices, this is supported by:</li><li>• Outline Construction Traffic Management Plan (CTMP);</li><li>• Outline Public Rights of Way Management Plan (PRoWMP); and</li><li>• Outline Abnormal Indivisible Loads Assessment (AIL).</li><li>• Access and Rights of Way Plan – proposals are being developed for temporary closures and diversions for each location where the route crosses a Public Right of Way (PRoW).</li></ul>	
	<p><i>EIA Considerations – final onshore cable route – Slide 14</i></p> <p>GB outlined considerations for the Environmental Impact Assessment (EIA) for the final onshore cable route.</p> <p>GB noted that the final onshore cable route selected has largely the same considerations in transport terms to other proposed route options and provides certain advantages such as avoiding the need to access locations such as Warningcamp.</p> <p>GB highlighted that principles of Heavy Goods Vehicles (HGVs) routing as per the route set out in West Sussex Transport Plan Figure 5: Lorry Route Network.</p> <p>AP requested further information on whether consideration has been given to traffic flows in relation to construction compound locations.</p> <p>GB confirmed that this has been considered in the Construction Workforce Travel Plan (CWTP) and the Operational Travel Plan (OTP) and noted the documents presented [Slide 14] are not exclusive.</p> <p>AP requested clarification on whether air quality mitigation has been incorporated in relation to construction traffic.</p>	

<p>GB confirmed this is a consideration especially in relation to the use of Heavy Goods Vehicles (HGVs). This is included in the CWTP along with measures to encourage uptake of active travel. GB noted embedded environmental measures are included for air quality.</p> <p>VC queried whether engagement with the Active Travel England had been undertaken as they are now a statutory consultee.</p> <p>GB noted that it would be useful to engage with Active Travel England. GB confirmed this would be considered by the Transport team.</p> <p>AP noted that West Sussex are intending to remove the A272 from their Transport Plan so advised the Transport team should be aware of this.</p> <p>GB noted this route was proposed for use and confirmed that transport team would take this into consideration.</p> <p>AH raised concerns on HGV routing through Cowfold and outlined that air quality environmental measures note that routing through Cowfold will be avoided <i>where possible</i>. AH requested that this was edited to be more secure.</p> <p>NC clarified that the Local Planning Authorities (LPAs) would prefer the traffic were re-routed through Shermanbury, Henfield and other alternative locations in order to rejoin the Strategic Road Network (SRN).</p> <p>IG advised the use of the A23 and A272 to access the relevant sites. IG noted it was difficult to provide an accurate answer without a thorough understanding of the number of vehicle movements. IG clarified that the B2135 was appropriate for low levels of HGV movements, however raised concerns on this being used as a major construction route.</p> <p>GB noted that if HGVs are unable to be sent through Cowfold then vehicles will require diversions with additional distances associated.</p> <p>AH noted that this needs to be clarified and associated mitigations.</p> <p>GB proposed further quantification on vehicle movements.</p> <p>IG suggested that WSCC would take a view on this once more information was available and proposed further engagement with the transport team.</p> <p>KB proposed sharing a standard condition sought to be applied to applications covering construction deliveries and workforce movements. KB outlined that additional detail on the proposed traffic movements such as moving material from a depot to a compound before moving to site would help to facilitate routing for construction traffic. KB also raised that the map presented on the Rampion 2 website no longer represents the final route and requested information on when this will be updated. KB advised that the Applicant's legal team and the National Highways legal team should begin to engage on protective provisions and DCO application requirements.</p> <p>AP requested further information on whether an update on the selection of ports for offshore works is available and whether the associated traffic flows had been considered.</p> <p>GB confirmed that the current proposal uses Newhaven and confirmed further consideration regarding associated traffic flows is considered within the ES. GB noted that the Proposed Development makes use of alternative transport methods outside of road traffic.</p> <p>AP requested that SDNPA get sight of traffic numbers associated with the use of Newhaven Port as routes are likely to pass through SDNP.</p> <p>GB confirmed this information would be shared once available.</p> <p>IG queried the reason behind a lack of update on surveys.</p>	<p><b>1 – GB to undertake engagement with Active Travel England</b></p> <p><b>2 – Transport team to consider removal of A272 from the West Sussex Transport Plan.</b></p> <p><b>3 – GB to consider providing WSCC with further quantification of vehicle movements.</b></p>
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	<p>GB clarified that following the previous ETG (March 2023) three surveys had been proposed (Speed surveys, Walking Cycling and Horse-riding Assessment and Review (WCHAR) and Road Safety Audits (RSA)).</p> <p>GB noted speed surveys were proposed where the 85th percentile speed is lower than the posted speed limit with a view to assessing the feasibility of reducing visibility splays. GB noted that these have been deferred to retain the current position to adhere to design requirements outlined in Preliminary Environmental Information Report (PEIR) (RED, 2021) based on the National Speed Limit or the appropriate speed limit for individual roads. GB confirmed the visibility splay will not look to be reduced based on speed surveys.</p> <p>AP requested further information on visibility splays and how this may impact the Biodiversity Net Gain (BNG) figures.</p> <p>GB clarified that this had been the approach until very recently and therefore will not impact BNG figures.</p> <p>NC noted for BNG the intention is to begin with assumptions from DCO and hedgerow surveys and to purchase upfront 75% of required credits and then carry out further assessment once the works are complete.</p> <p>VC requested further information on how this approach is complying with the major development test in moderating impacts on the environment.</p> <p>GB clarified assessments have been undertaken to understand which locations are suited for a reduction in speed and noted that a majority of accesses were not suited to undertaking a speed survey. GB noted seven locations had the potential to benefit from speed surveys.</p> <p>NC noted that engagement between NC and GB would be undertaken to understand how the areas would benefit from speed surveys.</p> <p>GB outlined that the WCHAR surveys and RSAs will be undertaken subsequent to the ETG. GB confirmed desk top exercises for WCHAR and RSAs have been undertaken to identify where these will be applicable.</p> <p>IG noted that visibility splays can be informed using posted speed limits. IG noted that as part of the CTMP there were areas of concern on whether this would be possible. IG requested further information on the approach to this.</p> <p>GB noted additional review on the viability of this is to be undertaken.</p> <p>IG raised concern on the approach to RSAs and noted that at this stage it was expected that RSAs would have been carried out on the construction compound access locations as a minimum. IG requested further information on when in the programme RSAs will be undertaken.</p> <p>GB suggested further engagement is undertaken with WSCC in order to provide further information.</p> <p>AP advised against deferring the three proposed surveys due to the volume of surveys to be carried.</p> <p>VC noted that further engagement is undertaken with SDNPA, GB and WSCC.</p>	<p><b>4 – GB to undertake engagement with WSCC on transport surveys.</b></p> <p><b>5 – GB to undertake further engagement with SDNPA and WSCC on transport surveys.</b></p>
<p><b>5</b></p>	<p><b>Socio-economics</b></p> <p><i>Update on progress since March 2023 ETG – Slide 19</i></p>	

	<p>OC provided an overview on progress since March 2023, this included:</p> <ul style="list-style-type: none"> <li>• Progression of the ES;</li> <li>• Progression of the Outline Public Rights of Way Management Plan (PRoWMP);</li> <li>• Engagement with Transport and SDNPA to discuss road crossings of PRoW. VC requested clarity on when this engagement was undertaken and noted the SDNPA attendees were not aware of when this had been undertaken. OC confirmed SDNPA would be provided with the date of engagement;</li> <li>• Walkover survey of the final onshore proposed DCO Order Limits and the Oakendene substation site;</li> <li>• Communication with WSCC to clarify provided data; and</li> <li>• Review of Section 42 responses – OC noted only those from SDNPA and WSCC were relevant to socio-economics and recreation, in particular:</li> <li>• The potential impact of Alternative Access (AA) 35. OC requested further clarification on this comment via email due to a lack of correlation between the comment and the proposed AA-35. AP confirmed this would be clarified offline. AH would confirm WSCC would also investigate this;</li> <li>• The use of Strava data. OC confirmed that Strava is used solely to assess the relative levels of usage of various PRoW and noted this is corroborated with walkover surveys and aerial imagery;</li> <li>• The need to consider the potential impact on a number of PRoW and their users. OC noted agreement with this and confirmed this will be assessed within the ES; and</li> <li>• The need for the PRoWMP. OC acknowledged this and noted socio-economics are inputting to the document.</li> </ul>	<p><b>6 - OC to confirm details of engagement with SDNPA and socio-economics on transport.</b></p>
<p><b>6</b></p>	<p><i>EIA considerations – final onshore cable route – Slide 20</i></p> <p>OC outlined that the final onshore cable route is predicted to result in significant residual effects during the construction period addition to those identified at PEIR (RED, 2021), comprising those affected by Longer Alternative Cable Route (LACR)-01d:</p> <ul style="list-style-type: none"> <li>• Bridleway 2213 (part of Monarch’s Way);</li> <li>• Footpath 2220_1; and</li> <li>• Restricted Byway 2092 will be affected as it is a proposed access route for HGVs.</li> </ul> <p>OC noted the selection of Oakendene as the substation site (over the Wineham Lane North substation area) results in reduced impacts on PRoWs surrounding the existing National Grid Bolney substation.</p> <p>OC outlined the Proposed Development aims to minimise disruption to PRoWs resulting from construction works and will consider nearby alternatives and user demand.</p> <p>AH noted the public rights of way officer at WSCC was not able to attend this ETG. AH outlined a commitment to undertaking engagement with WSCC on the Outline PRoWMP once the proposed DCO Order Limits were confirmed was outstanding. AH outlined this engagement should address affected rights of way, potential routing and management of these crossings.</p> <p>OC confirmed this engagement can be undertaken involving transport and interested parties.</p> <p>VC requested that SDNPA are involved in this engagement particularly in relation to the crossing of South Downs Way and when this will be programmed.</p>	<p><b>7 – Socio-economics team to engage with WSCC and SDNPA regarding rights of way and</b></p>

		management of crossings.
7	<p><i>Survey / data collection update – Slide 21</i></p> <p>OC provided an update on baseline data, this comprised:</p> <ul style="list-style-type: none"> <li>• Data supplied by WSCC for the Downs Link has now been fully analysed and will be used to inform the ES; and</li> <li>• No new data was available from SDNPA for usage of the South Downs Way, therefore analysis remains as reported at PEIR (RED, 2021).</li> </ul> <p>OC outlined that two further days of field survey were undertaken in April 2023 to provide a walkover assessment of paths potentially affected by the final onshore cable route.</p> <p>AH requested further commentary surrounding the economic development and non-recreational aspects of the socio-economics assessment. AH requested further information on the progression of the Outline Employment and Skills Plan in order to maximise the benefits within West Sussex. AH also raised concerns surrounding the visitor economy and queried whether any additional evidence base was available.</p> <p>OC clarified that no additional information was available in relation to the tourism assessment. OC outlined the evidence base was shared following the previous ETG in March 2023 assessing changes in tourism indicators following areas affected by wind farm development. OC confirmed this information would be available within the ES and noted local data for West Sussex is available.</p> <p>OC confirmed the intention is to develop the Outline Employment and Skills plan with the DCO application.</p> <p>AH advised further engagement on submission documents once available.</p> <p>NC confirmed that there was potential to engage on this prior to submission of the DCO application in order to scope out local needs and identify the requirements of the documentation.</p> <p>JMo noted a lack of engagement with Brighton &amp; Hove City Council and requested further engagement including a response to comments submitted in response to the PEIR in 2021 (RED, 2021).</p> <p>NC noted he would provide those leading on the Outline Employment and Skills plan with JMo contact details to facilitate further engagement.</p> <p>MK advised engagement on employment and skills strategies should be undertaken now in order to deliver as much value as possible.</p> <p>OC acknowledged these comments.</p>	7 – RED to consider potential for engagement with WSCC regarding Outline Employment and Skills Plan.
8	<p><i>DCO timetables and Statement of Common Ground (SoCG) – Slide 23</i></p> <p>NC presented a diagram on the approach to creating a Statement of Common Ground (SoCG), this included a template with record of meetings undertaken. NC proposed this would likely be requested at deadline one of examination. NC noted the templates were planned to be issued to consultees in due course.</p> <p>MK advised that host authorities may need time to review the application and associated ES prior to developing representations and outlined that LPAs should not begin to think about the SoCG prior to all DCO information being made available.</p> <p>NC noted this aligns with the proposed approach that the content of the SoCG will be based on relevant representations.</p>	

Continued...

	VC noted that there are some clear areas of disagreement that can be added prior to reviewing all of the DCO documentation.	
9	<p><i>Any Other Business – Slide 25</i></p> <p>AP requested further information on whether the Construction Workforce Travel Plan will consider workers arrived at Newhaven port to access the offshore part of the proposed DCO Order Limits. AP advised East Sussex are working on an A259 corridor programme which passes through Newhaven.</p> <p>JM confirmed this was noted.</p> <p>JM thanked attendees and noted minutes would be circulated in due course.</p>	

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# Meeting Minutes



**Date:** [29/06/2023 14.00 – 15:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Air Quality Mitigation Strategy discussion

Attendee	Role
██████████ (AC) – Horsham District Council (HDC)	Environmental Health Officer
██████████ (IG) - WSP	Air Quality Technical Lead
██████████ (IGI) – West Sussex County Council	Principal Planner, County Highways
██████████ (LM) - HDC	Area Environmental Health Officer
██████████ (JM) – WSP	Environmental Impact Assessment (EIA) Project Manager
██████████ (MP) - HDC	Senior Planning Officer
██████████ (AP) - South Downs National Park Authority	Transport Officer

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**Apologies:**  
None received

**Actions Summary**

Number	Action
1	JM to circulate minutes and a technical note (pending RWE approval) to stakeholders

Continued...

Topic of Discussion	Actions
<p><b>1</b> <i>Welcome and introductions – Slide 3</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were conducted for all attendees.</p> <p>JM noted that the purpose of the meeting was to discuss the Rampion 2 (the Proposed Development) Air Quality Mitigation Strategy. This would include a consideration of the approach to assessment of Air Quality and a discussion of data sources used to develop mitigation measures for the Proposed Development.</p> <p>JM noted that RWE did not consider an Air Quality Mitigation strategy to be necessary for the DCO Application. This position was based on the results of technical assessment, which concluded that emissions resulting from the Proposed Development would not result in a significant effect on Air Quality.</p> <p>JM added that the views of stakeholders were key and that the intention was that a position of agreement could be reached.</p>	
<p><b>2</b> <i>The final route – Slide 4</i></p> <p>JM presented the final route, showing the DCO Order Limits as an aid to discussion, noting HDD areas.</p> <p>AC asked which locations had been finalised for substations.</p> <p>JM noted the locations of the Oakendene substation and the Bolney substation extension, including areas included within the DCO Order Limits for compounds.</p>	
<p><b>3</b> <i>Sussex Air Quality and Emissions Mitigation Guidance – Slide 6</i></p> <p>IG presented the approach to Air Quality assessment in regard to emissions.</p> <p>The Sussex Air Quality and Emissions Guidance<sup>1</sup> was noted as being the basis for an initial consideration of the Proposed Development. This guidance noted five criteria on which a development should be judged to determine whether an air quality assessment (AQA) and an emissions mitigation assessment (EMA) as part of an overall Air Quality Mitigation Strategy are required.</p> <p>IG noted that work to determine the potential for emissions was based on transport data and the locations of accesses and haul roads.</p> <p>IG discussed the progression of Air Quality assessment for the Proposed Development. This has been ongoing since the Preliminary Environmental Information Report (2021) and through the PEIR Supplementary Information Report (SIR) (2022) and the PEIR Further SIR (2022).</p> <p>Assessment considered the volume of construction traffic and the presence and movement of plant within the Development Consent Order (DCO) Order Limits. This was supported by a qualitative desk-based assessment.</p> <p>IG noted that the preferred onshore cable route had changed significantly from PEIR to PEIR FSIR, with the result that no construction traffic was now being routed through the Worthing Air Quality Management Area (AQMA). Changes to the onshore cable route, resulting in beneficial</p>	

<sup>1</sup> Sussex Air Partnership. 2021. Air Quality and Emissions Guidance for Sussex. V1.1.  
<https://www.midsussex.gov.uk/media/5608/sussex-aq-guidance-2021.pdf>

Continued...

	<p>effects being demonstrated in air quality modelling, had made a significant contribution to the position that an Air Quality Mitigation Strategy was not required for the Proposed Development.</p> <p>IG outlined that the Sussex Air Quality and Emissions Guidance had been considered during assessment in regard to construction traffic only. Operational traffic is predicted to be at a low level, resulting in a position that an Air Quality Mitigation Strategy is not required. IG noted that the Sussex Air Quality and Emissions Guidance had been developed to consider operational traffic in more typical infrastructure schemes, or those developments that would introduce permanent additional traffic to an area. IG considered that this was an important factor to note in the consideration of the necessity for an AQA and EMA.</p> <p>IG noted that, to ensure a robust assessment and consider a worst-case scenario, the Sussex Air Quality and Emissions Guidance had, in this instance, been applied to construction traffic to determine the relevance of mitigation measures where thresholds were likely to be met or exceeded that would require damage costs to be calculated in order to offset potential emissions.</p> <p>IG noted that the Proposed Development met only the first of the five criteria set out in the Sussex Air Quality and Emissions Guidance that would trigger the need for an AQA and EMA.</p> <p>IG highlighted that traffic data, currently being reviewed, may alter the conclusions of the Air Quality assessment, but that any changes to traffic data are not currently predicted to result in significant changes. Air Quality assessment to date had taken into account the final DCO Order Limits and the traffic data available as of the date and time of this meeting.</p>	
4	<p><i>How Rampion meets the Sussex Air Quality and Emissions Guidance criteria – Slide 7</i></p> <p>IG presented a slide showing how the Proposed Development met the criteria presented in the Sussex Air Quality and Emissions Guidance, noting that the Proposed Development met only one; that it was a major development as defined by the Town and Country Planning Order 2015<sup>2</sup>.</p> <p>IG clarified that, while the Proposed Development did meet one of the criteria, RWE were seeking agreement with stakeholders that an AQA and EMS were not required in this instance given the nature of the development; i.e., that it comprised a variable temporary construction period resulting in buried onshore energy transmission cables.</p> <p>AC queried whether construction traffic modelling had included the Oakendene substation and the Bolney substation extension.</p> <p>IG confirmed that all elements of the Proposed Development had been considered in both traffic modelling and Air Quality assessment.</p> <p>IG added that traffic modelling has been produced on the basis of predicted peak weekly traffic. Average predicted traffic data is used in Air Quality assessment.</p>	
5	<p><i>How Rampion does not meet the Sussex Air Quality and Emissions Guidance criteria – Slide 8</i></p> <p>IG presented a slide showing how the Proposed Development did not meet the criteria presented in the Sussex Air Quality and Emissions Guidance; i.e., it was not within an AQMA, was not in relevant proximity to an AQMA, did not fall within areas close to exceeding Air Quality Objectives and could not be classified as a B8 storage and distribution development.</p> <p>AP queried whether the Storrington AQMA had been considered in assessment. While this was not within the DCO Order limits, works proposed at Oakendene, close to the Washington Roundabout, could add to traffic levels to the AQMA as a result of works traffic coming through this area.</p> <p>IG clarified that some revisions are proposed to the Air Quality assessment as a result of a consultation event at Cowfold, comprising the addition of a quantitative assessment to consider</p>	

<sup>2</sup> <https://www.legislation.gov.uk/uksi/2015/596/contents/made>

<p>the Cowfold area specifically in relation to the Oakendene and Bolney substation sites. Presently, traffic modelling for the area does not result in a significant effect on air quality or emissions.</p> <p>IG noted that traffic data provided was adjusted by the Air Quality team to determine robust predicted annual average daily traffic levels. This data allows all road links to the Proposed Development to be screened for air quality and emissions.</p> <p>IG clarified that peak weekly traffic data across the construction period was provided by the Transport team. The Air Quality team then extracted peak weekly data for each year of construction, converting this to average annual data, assuming a working period of seven days a week. This approach ensured that over-estimation of predicted traffic does not take place. The assessment resulted in no traffic links, accesses or haul roads being screened in for air quality or emissions that were above assessment thresholds resulting in a significant effect.</p> <p>AP queried whether peak annual traffic volumes, resulting from seasonal leisure traffic, for the South Downs National Park had been considered in assessment.</p> <p>IG clarified that the Air Quality team had considered traffic data related to the Proposed Development only. Existing traffic volumes had been considered using average annual traffic volumes for London and the South-East. The assumption made is that these figures would be higher than those locally, even when considering seasonal leisure traffic related to public use of the SDNP.</p> <p>JM queried whether traffic data existed for peak time visitors to the SDNP.</p> <p>AP clarified that this wasn't quantified, but that changing work patterns (working from home) had affected traffic volumes. For key sites at peak seasonal time, the SDNP experienced very high volumes of traffic.</p> <p>LM noted that, as a resident of Storrington, summer traffic flows were far higher than winter traffic flows. As a resident, LM noted school holidays and good weather resulted in higher traffic flows.</p> <p>AC queried which criteria had been used to screen out air quality impacts.</p> <p>IG clarified that the Institute of Air Quality Management (IAQM) (2014)<sup>3</sup> and Environmental Protection UK<sup>4</sup> screening criteria had been applied.</p> <p>AC noted that screening thresholds in proximity to AQMAs were very low within the guidance, asking how the Air Quality team was able to determine that these thresholds were not exceeded.</p> <p>IG clarified that Transport and Air Quality teams make certain assumptions regarding routing. Based on the location of access roads, the Transport team had considered transport links that would be affected. A set of highways receptors were produced and traffic volumes modelled for these both prior to and during construction. The methodology for traffic modelling will be presented in the Transport chapter for the Environmental Statement (ES) and associated appendices.</p> <p>IG noted that the anticipated traffic volumes for specific accesses would vary during the construction period depending on the stage of construction, as the onshore cable route is laid in sections. For each year, the peak weekly traffic period over a seven-day period was used to support air quality modelling. This is an overestimation.</p> <p>AC queried the level of increase for the A272 Bolney Road through the AQMA in terms of LGV and HGV.</p> <p>IG clarified that assessment assumes no construction traffic for the A272 at Cowfold. For the A272 west of the A23 (adjacent to the AQMA) peak weekly data for the Proposed Development predicts 135 traffic movements in total, with 123 of these being HGVs. IG stressed that this is the peak</p>	
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<sup>3</sup> Institute of Air Quality Management. 2014. Guidance on the assessment of dust from demolition and construction. Version 1.1. <http://iaqm.co.uk/text/guidance/construction-dust-2014.pdf>

<sup>4</sup> [www.environmental-protection.org.uk](http://www.environmental-protection.org.uk)



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	<p>data, not an average and an overestimation, i.e., these numbers cannot be used for screening purposes.</p> <p>AP queried these figures; do they represent vehicle numbers or vehicle movements?</p> <p>IG clarified that these numbers represent vehicle movements taken from the peak data across five years.</p> <p>IG noted that, based on the data available, an AQA and EMS for the Proposed Development are not required.</p> <p>AC noted that, if most of the vehicle movement are HGVs, it is possible that the thresholds noted in the IAQM guidance may be exceeded, which would suggest a need for an AQA and EMS, given proximity of the substation locations to an AQMA.</p> <p>IG clarified that, for the Cowfold area, additional air quality assessment would be undertaken and presented in the ES to provide comfort that the thresholds noted in the guidance would not be exceeded and would not have a significant effect on the AQMA.</p> <p>IG suggested that a technical note might be an appropriate way to share the data used for assessment. This would demonstrate the way in which conclusions regarding the air quality mitigation strategy have been reached.</p> <p>AC noted that, while the approach to assessment appears robust, visibility of the method and data used would be helpful in reaching an agreed position. In particular, HDC would be interested in understanding what the results of dispersion modelling would be if averages were not used. AC added that, in a broader sense, the Proposed Development is classed as a major development in accordance with the Sussex Air Quality and Emissions Guidance, therefore an AQA, EMA and overall strategy would still be required. AC noted that, while dispersion modelling relates to the potential impact on an AQMA, an Air Quality Mitigation Strategy is more closely related to a health impact assessment in regard to emissions.</p> <p>LM added that the need for an Air Quality Mitigation Strategy is not necessarily related solely to the technical aspects of air quality assessment but should be considered as part of the public perception of the Proposed Development. The Air Quality Mitigation Strategy would provide the public with an opportunity to understand the ways in which RWE are proposing to mitigate the effects of the Proposed Development. Transparency, in regard to mitigation measures, would be of benefit both to the Proposed Development and to the Local Authorities in regard to managing public perception. LM noted that HDC are not necessarily challenging RWE on the technical aspects of air quality assessment and would recommend that an Air Quality Mitigation Strategy is necessary to manage risk to the Proposed Development through considered public engagement.</p> <p>AP noted that the work required to avoid undertaking an Air Quality Mitigation Strategy would be better applied to producing one.</p> <p>IG clarified that preparatory work had been undertaken should the Air Quality team need to produce an Air Quality Mitigation Strategy. IG added that the Air Quality team would like to present the traffic data for the Proposed Development, the national data used to support this, the method applied to reach conclusions in regard to screening and the damage costs calculated. Should stakeholders agree that the method applied and data used are appropriate, then the production of an Air Quality Mitigation Strategy, if required, would be straightforward.</p>	
6	<p><i>Summary of Approach – Slide 9</i></p> <p>IG presented the current position in regard to the Air Quality Mitigation Strategy. This comprised:</p> <ul style="list-style-type: none"><li>• Rampion 2 only meets one of the criteria in the Sussex Air Quality and Mitigation Guidance;</li></ul>	

<ul style="list-style-type: none"> <li>• Annual average daily traffic flows during construction, based in peak weekly flows for each construction year, are below the IAQM and Environmental Protections UK screening criteria; and</li> <li>• Predicted damage costs are low and are offset by the IAQM measures secured by commitment.</li> </ul> <p>The above points form the basis for the position that an Air Quality Mitigation Strategy is not required for the Proposed Development.</p> <p>AC queried the commitments, noting that the Euro 5 standard was used for HGVs. Emissions for these vehicles are high and, therefore, this standard would not be considered a mitigation measure by HDC. AC added that HDC assumes that further mitigation measures are standards included in the Construction Traffic Management Plan, Construction Environmental Management Plan (CEMP) and Code of Construction Practice. These measures are broad and should not be considered appropriate mitigation for potential impacts relating to air quality.</p> <p>IG challenged this position, noting that the Sussex Air Quality and Emissions Guidance states that, for construction, that the recommended measures are those included in the IAQM guidance. Commitment C-24 addresses this specifically:</p> <p><i>Best practice air quality management measures will be applied as described in the Institute of Air Quality Management (IAQM) (2016) guidance on the Assessment of Dust from Demolition and Construction 2016, version 1.1.</i></p> <p>AC noted that the Sussex Air Quality and Emissions Guidance was written with the assumption that a construction phase will last a few months. In the case of the Proposed Development the construction period is much longer.</p> <p>IG acknowledged this, adding that the construction period varies considerably across the Proposed Development, dependent on the element under construction.</p> <p>MP noted that, while this is a technical issue overall, there is considerable public concern around Cowfold in regard to construction impacts. It may not be sufficient in managing public perceptions to state that standard mitigation will be applied. MP added that duplication of mitigation costs through CEMP practice could be viewed as a minimal mitigation effort.</p> <p>MP queried whether the damage cost calculations could be shared.</p> <p>IG clarified that these could not be shared at this time, but that this would be discussed with RWE. IG added that the method of calculation could be shared.</p> <p>AC noted that the IAQM measures noted in the Sussex Air Quality and Emissions Guidance are not relevant to the calculation of damage costs. A developer would be expected to consider all aspects of design in terms of emissions and base any mitigation strategy on this.</p> <p>IG challenged this position, noting that the section on requirement for mitigation measures is immediately preceded by examples of damage calculation, and states that IAQM measures should be implemented. Most examples of mitigation measures provided in the Sussex Air Quality and Emissions Guidance are not applicable to the Proposed Development due to the nature of the project.</p> <p>IG noted that the nature of the Proposed Development includes varying construction periods, activities and emissions. If mitigation measures stated in IAQM guidance are not applicable, in the view of HDC, then the Proposed Development would require further guidance on appropriate measures.</p> <p>AC noted that the Sussex Air Quality and Emissions Guidance was not intended to provide mitigation measures for every type of possible development. The developer is expected to develop appropriate measures for the Proposed Development that can be discussed and agreed. The</p>	
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	<p>Proposed Development will generate additional traffic, so the Sussex Air Quality and Emissions Guidance is applicable.</p> <p>IG acknowledged this and noted that the Sussex Air Quality and Emissions Guidance would be considered in assessment.</p> <p>IG noted the additional recommendation to install Electric Vehicle (EV) charging points in association with the Proposed Development.</p> <p>AP queried EV charging locations at the substations. Would it be possible to install EV points that would benefit construction and be utilised by the public as a benefit post-construction.</p> <p>IG and JM noted that, while EV points are being considered, the location of these and the nature of any legacy provision are part of detailed design.</p> <p>MP noted that EV provision at the substation would appear to have limited value since maintenance visits will be infrequent. Public EV points would be of wider public benefit.</p>	
7	<p><i>AOB – Slide 10</i></p> <p>AP noted that construction traffic would be travelling through the SDNP, both to access the Oakendene substation site and its associated compounds. The SDNP would appreciate if damage costs could be assessed at a higher level to take into account the potential for impact to a protected landscape.</p> <p>IG acknowledged this and noted that damage costs have been calculated using national average traffic numbers for 2023 and have considered the variable nature of traffic volumes across the Proposed Development. Further discussion was recommended and agreement on method and data would be progressed through the Technical Note.</p> <p>IG noted that further engagement on key issues raised would take place following the meeting.</p> <p>LM noted that a model exists for emissions from the construction compounds based on the Central London Emissions Zone for non-road mobile machinery and plant. LM recommended referencing this guidance as a benchmark to note that a high standard is being used to mitigate emissions.</p> <p>AP noted that the wording of some DCO documentation states that the Proposed Development will 'endeavour' not to route traffic through an AQMA. AP suggested that wording is changed to give a stronger commitment to the avoidance of impacts to an AQMA.</p>	
8	<p>JM noted that the Air Quality Mitigation Strategy would be discussed further with RWE. Minutes and a technical note (pending RWE approval) would be shared.</p> <p>JM thanked the stakeholders for attending.</p>	<p><b>Action 1. JM to circulate minutes and technical note (pending RWE approval) to stakeholders</b></p>

# Meeting Minutes



**Date:** [07/07/2023 12:00 – 13:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Arboricultural assessment discussion

Attendee	Role
██████████ (Horsham District Council) (HDC)	Tree Officer
██████████ (TEP)	Principal Arboriculturalist
██████████ (WSP)	Terrestrial Ecology Lead
██████████ (WSP)	Environmental Impact Assessment Project Manager
██████████ (HDC)	Senior Planning Officer
██████████ (TEP)	Associate Director
██████████ (West Sussex County Council) (WSCC)	County Arboriculturalist

**Apologies:**

None received

**Actions Summary**

No actions taken

Topic of Discussion	Actions
1 <b>Welcome</b> JM welcomed attendees and undertook introductions.	

	<p>JM noted that the purpose of the meeting was to discuss the arboricultural method, with particular relevance to veteran trees, ancient trees and areas of ancient woodland less than 2 hectares in size.</p> <p>No apologies were noted.</p>	
2	<p><b>Method and Approach – Veteran Trees</b></p> <p>JS noted that the arboricultural team had provided an extract from the Arboricultural Survey method, a copy of the Arboricultural Constraints Plan and Arboricultural Survey Data for July 2023. It was intended that these documents would support discussion and help address specific queries from stakeholders.</p> <p>JS welcomed any questions from stakeholders, noting that it was expected that categorisation of trees and veteran trees would be key items to discuss.</p> <p>JS noted that assessment has been undertaken in two stages; field survey/investigation, allowing identification of key features, and data processing; to develop a baseline for desk-based assessment to support observations made in the field.</p> <p>JW noted that the main driver for requesting a meeting on arboriculture related to queries concerning the Oakendene substation. JW clarified that West Sussex County Council (WSCC) were of the opinion that engagement in relation to the Oakendene substation had not been sufficient to allow WSCC to make a judgement on the potential for impact to veteran trees and ancient trees in particular.</p> <p>JW asked for clarification regarding the assessment of veteran trees and ancient trees on the site and how this information has been incorporated into design. JW added that WSCC had confidence in the method presented for the identification of veteran and ancient trees. JW invited JS to elaborate, for those present, on the approach to the identification of veteran trees.</p> <p>JS outlined that veteran trees are a potentially emotive topic, adding that TEP share the view that veteran trees need to be protected from the potential impacts of development. JS added that the assessment of the value of veteran trees, and their identification as such, could be a contentious issue. JS assured stakeholders that TEP considered trees with important features that may not fall within the category of a veteran tree to be deserving of protection.</p> <p>JS noted that, outside of the planning process, arboricultural specialists on the call would likely identify similar trees in the Oakendene area as having characteristics of veteran trees. However, within the planning context, the only definition available is that provided by the National Planning Policy Framework<sup>1</sup>. JS clarified that, in the case of Rampion 2 (the Proposed Development), the Overarching National Policy Statement for Energy (EN1)<sup>2</sup> was the key national policy context within which potential impacts resulting from the Proposed Development are considered. JS clarified that EN1 does not provide a comprehensive framework for the consideration of veteran trees, noting that a current draft revision better aligns with NPPF in considering irreplaceable habitats and Biodiversity Net Gain (BNG). JS clarified that, while NPPF provides a framework for the consideration of veteran trees in the planning process, it does not consider the trees themselves, but rather the irreplaceable habitats which might contain them.</p> <p>JS noted that this nuance means that veteran trees themselves may either fall outside the protections afforded by NPPF, or may not meet the limited criteria of size, age and condition to be considered a veteran tree. JS clarified that the lack of detail provided by NPPF has meant that TEP have needed to develop a methodology for the identification and assessment of veteran trees that aligns, as far as possible, with the current planning context. JS added that this method had</p>	

<sup>1</sup> <https://www.gov.uk/guidance/ancient-woodland-ancient-trees-and-veteran-trees-advice-for-making-planning-decisions>

<sup>2</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/47854/1938-overarching-nps-for-energy-en1.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf)

	<p>been applied in a separate planning application and that the inspector, in that instance, had agreed with the tests for veteran trees identified by TEP.</p> <p>JS noted that, for the Proposed Development, the environment under consideration is of very high quality, with many very good quality oak trees. This has proved challenging in the development of an appropriate methodology for considering whether a tree is exceptional. JS clarified that the approach taken to the identification of veteran trees has involved a combination of field observation and a set of considerations, including British Standard BS5837 and the status of woodland within which veteran trees might be present.</p> <p>JS added that the arboricultural team were required to take a proportionate approach, in order to avoid a bias that might see all trees with one or more veteran characteristics being classified by surveyors as veteran trees. As a result, trees of a very high standard have been categorised as Category A trees, ensuring that those trees that do meet the criteria to be assessed as veteran are truly exceptional. This also ensures that the planning context of NPPF is adequately addressed within the methodology.</p> <p>JW acknowledged JS comments as providing a good background to the approach to the arboricultural assessment for the Proposed Development. JW emphasised that WSCC were not necessarily critiquing the methodology, rather the concern was around the lack of consultation on assessment to date, resulting in an inability to have an informed discussion around the results of this assessment. Information provided in support of this meeting had been the first time that detailed data had been provided for stakeholder consideration.</p> <p>JS acknowledged JW comment, noting that the results of assessment have been derived from two years of survey, complicated by multiple changes in the DCO Order Limits over that time. Only in recent months had RWE confirmed that survey could be concluded based on a final route, and that the arboricultural team could proceed with producing deliverables for the Environmental Statement (ES). JS added that there were some small gaps in the survey data that are not considered to be material to assessment. Gaps in data were focused on existing access routes, where trees would not be affected by activities associated with the Proposed Development.</p> <p>JW acknowledged the challenges that the arboricultural team had faced in regard to optioneering and the design process but emphasised that there are statutory consultations that should take place and that it is a requirement for RWE to adequately consult stakeholders.</p> <p>JS noted that, within the data provided to stakeholders, a list of veteran trees identified by the arboricultural team is provided, comprising seven trees that meet the criteria for veteran status. In addition, a subset of thirty trees has been identified that are considered to be approaching veteran status. This additional category has been included to ensure that trees of very high quality that do not meet the criteria for veteran status are highlighted.</p> <p>JW acknowledged this point, noting that this 'gateway' approach is considered appropriate by WSCC.</p>	
3	<p><b>Method and Approach – Ancient Woodland under 2 hectares</b></p> <p>JW queried the approach to the identification of Ancient Woodland under 2 hectares, asking if any had been identified within or adjacent to the DCO Order Limits.</p> <p>JS noted that the approach to the identification of Ancient Woodland under 2 hectares has been supported by the Ancient Woodland inventory<sup>3</sup>. This has been updated for the area of the Proposed Development.</p> <p>AK noted that, where areas of woodland were identified that may be lost as a result of the Proposed Development, National Vegetation Classification (NVC) surveys were carried out. The results of survey have been shared with stakeholders. AK noted that Workhouse Copse, to the</p>	

<sup>3</sup> <https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::ancient-woodland-england/about>

	<p>east of Water Lane has been identified as a continuation of Ancient Woodland. This will be trenchlessly crossed.</p> <p>JS noted that no impacts on Ancient Woodland were predicted as a result of the Proposed Development within the arboricultural reporting. 'Lesser' woodland would be impacted by the Proposed Development, with details set out in the Terrestrial Ecology chapter and appendices for the ES.</p> <p>JW noted that, in regard to Ancient Woodland, WSCC were content with the information provided to date.</p> <p>AB queried the proposed mitigation for Category A and veteran trees; how could this be compensated for elsewhere? JW noted that Category A trees are still extremely ecologically valuable, requiring appropriate mitigation should they be removed by the Proposed Development. JW clarified that, while landscaping plans have been provided, these have only recently been made available. Further detail on landscaping plans would be beneficial if this could be provided. AB noted considerable public interest in the potential impacts of the Oakendene substation in particular, adding that it would be of benefit to RWE to communicate landscaping mitigation as soon as possible.</p> <p>JS clarified that the approach to compensation has not yet been finalised. Stakeholder comments were important in this instance. JW added that the arboricultural assessment has been completed and the potential losses of Category A and veteran trees are now known. The development of appropriate mitigation can now be undertaken, noting that this needs to be integrated into the approach to Biodiversity Net Gain. Engagement will be sought with stakeholders to agree approaches to compensation. AB noted that temperature increases as a result of climate change would require that species planted for compensation would need to be those that could establish well and thrive in warmer conditions.</p>	
4	<p><b>Oakendene and Bolney substations</b></p> <p>AK set out a general background to compensation and BNG. At Oakendene there are 1.9 hectares of wet woodland being created. This will be built into the Sustainable Drainage System (SuDS) design. Oakendene will also be provided with 0.8 hectares of broad leaf woodland planting, 0.9 hectares of scrub and 8 or 9 standard trees would be planted into a parkland setting. At Bolney substation 21 standard trees are being planted. AK added that the approach to habitat provision is at an outline stage. The arboricultural impact assessment provides for a worse-case scenario, i.e., not all planting shown on landscape plans is representative of either design of the substations or the removal/addition of planting as part of the final design.</p> <p>AK added that landowners are being consulted in regard to BNG within the DCO Order Limits. This includes opportunities for enhancing existing woodland, planting new woodland and creating other habitats. These aspects of BNG will be brought forward as part of the detailed design phase. AK noted that there are a set of criteria for bringing forward different elements of BNG, i.e., a set of principals will be brought together to be agreed with stakeholders. This means that BNG will be developed as a set of approaches rather than specifying exactly where planting or habitat restoration/enhancement/creation would take place.</p> <p>MP raised the issue of wet woodland, noting that not much space exists between the perimeter of the Oakendene substation footprint and the DCO Order Limits for planting. AK noted that the current outline design for the substation is intended to show maximum design parameters, i.e., there is an expectation that the footprint of the substation will reduce within the DCO Order Limits as design and engineering aspects of the onshore cable route and the substation itself are finalised.</p> <p>AK added that there will be a 1m wide concrete plinth outside the fenceline and a 1m strip beyond this that must be kept clear of vegetation. Beyond these limits planting can be designed as</p>	



appropriate. AK noted that wet woodland and wet scrub has primarily been included as a suitable habitat for nightingale.

MP asked if stakeholders are likely to receive any further information regarding the design of the basins associated with the landscape design. AK noted that calculations have been undertaken, and that the ES would include detail as run-off rates would need to be presented.

MP queried the area between the A272 and the substation; what was the intention for the compound areas? Would workers use this post construction. AK clarified that all workers, during the operational phase, will access the site through the main entrance gates and park within the boundary of the substation itself. All compound areas would be reinstated and/or be subject to landscape mitigation/planting.

MP noted that local residents at Cowfold may not be aware of the compound to the west of the substation. AK clarified that this has been included in publicly accessible documentation since the Preliminary Environmental Information Report (PEIR) stage. MP queried the nature of the works compound to the west; what would be instated here? AK noted that details of the works compound elements are not yet known, but that it will likely comprise temporary buildings and plant/equipment/materials storage.

MP noted a considerable amount of compensatory planting around the boundary of the Oakendene substation. Would there be an opportunity to make use of compensatory planting in fields used for works compounds post construction?

AK commented that this suggestion would be taken away, noting that discussions are ongoing with landowners, including the approach of compulsory purchase.

JW commented on concerns relating to wet woodlands. RWE would need to demonstrate that the provision of wet woodland was achievable within the parameters of the Proposed Development and landscape character in the area. In addition, viewpoints from the A272 should be considered so that tree lines and boundaries reflect the local arboricultural character. In regard to soils preservation, detailed planting specifications are required, acknowledging the risks of compaction as a result from construction.

AK noted that these elements would be considered and fed back to RWE.

MP queried the reduction / reconfiguration of the Oakendene substation design. Was it realistic to anticipate that the footprint of the substation would reduce during detailed design?

AP clarified that eventual fixed output of the Proposed Scheme would determine the number of cables utilised in the design and would, therefore, affect the type and number of physical elements required within the DCO Order Limits at Oakendene. In addition, the Proposed Development would seek to use the most appropriate and efficient substation elements available at the time of construction. Those shown on the indicative landscaping plan represented a maximum design/output, i.e., the Proposed Development would not exceed these parameters, but more likely reduce them.

JM confirmed that this was the approach employed by the engineering team.

MP noted that the substation location should not be moved northward, should design change, as this would introduce concerns around visual impacts.

JM confirmed that the landscape design required the substation location to remain at its current location as far as its northern boundary is concerned. Any configuration change would more likely result in a reduction of the footprint of substation elements at its southern extent. AK added that the substation is located to ensure the minimum loss of treelines and hedgerows. Any change in configuration would be undertaken to ensure no additional loss occurs.

MP noted that design change should be mindful of the parkland setting to the east and the views from Oakendene Manor. JW noted that planting should be carefully considered in relation to



	<p>Oakendene Manor as this location had some atypical historic planting that contributes to the overall character of the parkland.</p> <p>AK and JM acknowledged these points. JM noted that views, in relation to Oakendene Manor are considered within the Historic Environment chapter of the ES, in collaboration with LVIA.</p> <p>JW queried the consideration of alternative locations for the Oakendene substation. JM clarified that the DCO Application will contain a section on the consideration of alternative locations for both the cable route and the substations.</p> <p>JW queried the provision of a Zone of Theoretical Visibility (ZTV) for the Oakendene substation. JM clarified that, as a result of optioneering, the production of ZTVs had taken place late in programme. JM noted that ZTVs will be included in the DCO Application.</p> <p>JW noted that trees surrounding the Oakendene substation location are highly visible in all directions from the surrounding landscape, including from the A272 and a Public Right of Way nearby. ZTVs would be important in understanding the way in which landscape planting would ensure that significant effects would not result from construction and the introduction of substation infrastructure into the landscape. The ES would need to state how and when screening would be fully realised and replace any losses.</p> <p>JM confirmed that the LVIA chapter provides visualisations at set time periods following the completion of construction in order to demonstrate the way in which screening would develop over time.</p>	
5	<p><b>AOB</b></p> <p>No further business was raised. JM noted that minutes from the meeting would be produced and circulated in due course and that engagement would continue.</p>	

# Meeting Minutes



**Date:** [13/07/2023 13:00 – 14:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Transport targeted engagement 1

Attendee	Role
[REDACTED] (KB) – National Highways	Planning Advisor for Kent and Sussex
[REDACTED] (GB) – WSP	Transport Technical Lead
[REDACTED] (VC) – South Downs National Park Authority (SDNPA)	Principal Planning Officer
[REDACTED] (AC) – Horsham District Council (HDC)	Environmental Health Officer
[REDACTED] (IG) – West Sussex County Council (WSCC)	Principal Planner, County Highways
[REDACTED] (AH) – WSCC	Rampion 2 Project Officer
[REDACTED] (JM) – WSP	Environmental Impact Assessment (EIA) Project Manager
[REDACTED] (MP) - HDC	Rampion 2 - Planning Lead
[REDACTED] (AP) - SDNPA	Transport Officer

**Apologies:**

None received

**Actions Summary**

Number	Action
1	GB to consider proposed works to Findon Junction and how these might affect traffic flows
2	GB/JM to provide mapping and/or shapefiles to attendees showing the location of accesses, their numbers and status
3	JM to arrange a further meeting to address specific attendee concerns

	Topic of Discussion	Actions
1	<p><i>Introduction</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were conducted for all attendees.</p> <p>GB noted that the recent Expert Topic Group (ETG) meeting for Transport (10/06/23) covered a number of issues raised during consultation. GB noted the desire by consultees to discuss specific issues in relation to the SDNPA and WSCC. These relate to National Highways.</p> <p>AH queried whether the whole route and substations will be discussed. GB clarified that areas outside SDNPA would be discussed if required.</p>	

	<p>GB noted that the documents to be discussed (the outline Construction Transport Management Plan (CTMP) and outline Public Rights of Way Management Plan (PRoWMP)) are relevant to the entirety of the Development Consent Order (DCO) Order Limits.</p> <p>JM noted that the construction period and activities at the Oakendene substation site have relevance to the South Downs National Park (SDNP), WSCC and HDC in particular. The intent of the meeting was to focus on these. However, wider issues relating to the DCO Order Limits more broadly would be open for discussion.</p> <p>VC queried whether the meeting would cover the wider issues relating to Transport that had been raised in the Transport ETG meeting (20/06/23). VC added that no meeting had been held to address specific WSCC concerns raised at the ETG meeting and requested that this was minuted, adding that these concerns could be covered in the current meeting if time allowed.</p> <p>JM clarified that this concern would be minuted and WSCC concerns would be addressed as far as possible in the current meeting, with further engagement agreed should this not be possible.</p>	
2	<p><i>Traffic modelling methodology</i></p> <p>GB noted that clarity around traffic modelling had been requested at the Transport ETG meeting. GB reported on the status of modelling, outlining that the Transport team have undertaken (at Preliminary Environmental Information Report (PEIR) stage) modelling of traffic volumes to understand the number of vehicles using roads within WSCC. GB noted that modelling continues to be reviewed, revised, and updated in advance of DCO Application submission.</p> <p>GB clarified the assumptions used in support of modelling. These comprised:</p> <ul style="list-style-type: none"> <li>- Zero car sharing (assumes worse case), in practice Travel Plans will encourage car sharing);</li> <li>- Workers assumed to drive first to a Temporary Construction Compound (TCC) then transfer to a multi-occupancy vehicle (MuV) to reach the work site;</li> <li>- Heavy Goods Vehicles (HGV) routes have been selected by considering the West Sussex Transport Plan (2022 – 2036)<sup>1</sup> which will be adhered to where practicable/possible; and</li> <li>- The A27 Arundel Bypass has not been included as part of cumulative assessment. The Lyminster Bypass (opening 2024) has been incorporated into design; however, traffic modelling has assessed impacts on the existing road use pre-redistribution of traffic resulting from this new infrastructure (i.e., assumes a worst-case).</li> </ul> <p>AP queried whether predicted traffic volumes associated with the Newhaven Port had been included in the traffic modelling, or whether modelling included only predicted volumes for the cable route works.</p> <p>GB clarified that traffic modelling includes all onshore elements of the offshore elements of Rampion 2 (the Proposed Development); this includes all predicted traffic volumes associated with Newhaven Port.</p> <p>CV noted that traffic volumes associated with Newhaven Port were likely to significantly impact SDNP and the WSCC element of it. VC added that no information had been shared by RWE regarding predicted traffic volumes or movements relating to Newhaven Port.</p> <p>AP requested clarification on the locations of the TCCs. Were these sited at landfall, Washington Roundabout and the Oakendene substation?</p> <p>GB confirmed that this was correct.</p>	

<sup>1</sup> <https://www.westsussex.gov.uk/media/17428/wstp.pdf>

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<p>AP requested clarification regarding the inclusion of proposed works at Findon Junction detailed in the West Sussex Travel Plan at the junction of Long Furlong (where accesses for the Proposed Development are located) and whether traffic modelling had considered the intended removal of the A27 westwards from the HGV recommended routes included in the West Sussex Travel Plan.</p> <p>GB clarified that only HGVs required for access to the works site would be using these accesses, i.e., the accesses would not be used as a through route to other locations.</p> <p>GB noted that he would look at the Findon Junction and consider how any proposed works might affect traffic flows. GB added that the Environmental Statement (ES) states that works traffic will be avoiding the A24.</p> <p>AH queried the decision to exclude the A27 Arundel Bypass from consideration in traffic modelling, adding that the scheme is in the planning system, and has a scoping report and a PEIR.</p> <p>GB noted that funding and timescales for the A27 Arundel Bypass are not confirmed and has not been approved at planning.</p> <p>AH noted that assessment should consider all development, whether approved or not, to ensure a worst-case scenario.</p> <p>GB clarified that the A27 Arundel Bypass does not have funding available to be carried forward as noted on the National Highways website.</p> <p>AH responded that the Governments website makes it clear that the A27 Arundel Bypass has been included in the Road Investment Strategy 3<sup>2</sup>, strongly implying that the scheme will be carried forward. From this perspective it should be included in transport assessment for the Proposed Development.</p> <p>GB clarified that the decision to exclude the A27 Arundel Bypass in traffic assessment considered two factors; is the project going ahead and does it coincide with peak construction of the Proposed Development.</p> <p>AH disagreed with this approach, noting that the A27 Arundel Bypass scheme has a proposed timescale for construction that would appear to overlap with construction for the Proposed Development and has a clear red line boundary to enable assessment of cumulative effects with the Proposed Development. AH added that it is up to the Applicant (RWE) to justify why the A27 Arundel Bypass is not included in an assessment of potential cumulative traffic impacts. Depending on this justification, it is possible that WSCC may challenge the absence of the A27 Arundel Bypass in assessment.</p> <p>KB noted that both perspectives were understandable from the point of view of National Highways, clarifying that National Highways have announced a deferment of the A27 Arundel Bypass. Should the scheme be taken forward, it would be subject to submission, examination, assumptions for consent and a decision to invest. National Highways considered it understandable, if taking the Governments Transport Analysis Guidance<sup>3</sup> into account, that RWE would choose not to include the scheme in assessment, as there are numerous uncertainties surrounding it.</p> <p>KB added that the Government is, however, still stating that the A27 Arundel Bypass will be carried forward. From this perspective it would seem sensible to take the scheme into account in assessment.</p> <p>KB noted that traffic assessment for the Proposed Development should make a reasonable assumption regarding the start date for construction on the A27 Arundel Bypass to demonstrate, if</p>	<p><b>Action 1: GB to consider proposed works to Findon Junction and how these might affect traffic flows</b></p>
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<sup>2</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/910866/5-year-Delivery-Plan-2020-2025-FINAL.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/910866/5-year-Delivery-Plan-2020-2025-FINAL.pdf)

<sup>3</sup> <https://www.gov.uk/guidance/transport-analysis-guidance-tag>

<p>the case, that construction timelines do not coincide. National Highways primary concern would be temporary impacts that require mitigation.</p> <p>KB added that, for National Highways, clarity concerning interaction with the Strategic Road Network (SRN) was a key concern, particularly in relation to booking road space for construction purposes. Should construction phases on multiple projects coincide, programme would likely be affected.</p> <p>GB noted that the Lyminster Bypass scheme has been included in transport assessment for the Proposed Development as the scheme is funded, approved, and has a clear timeline for construction. Assessment has assumed a worst-case scenario by considering the road network at its current usage, i.e., without likely benefits to be delivered by the Lyminster Bypass scheme.</p> <p>GB further elaborated on the traffic modelling methodology in relation to 'peak week' calculations.</p> <p>GB noted that, except for the Oakendene substation, most of construction for the Proposed Development comprises traffic movements associated with multiple accesses along the onshore cable route to being used for short periods (4 – 6 weeks) across an overall construction programme. This results in some complexity when attempting to establish what represents 'peak' construction traffic volume. GB clarified that modelling has calculated peak week volumes by combining all trips (Light Goods Vehicles (LGVs) and HGVs) for all accesses in all weeks throughout construction and identifying the busiest week from these.</p> <p>GB added that the traffic model has then been consistency checked (to ensure a worst-case scenario) in the following ways:</p> <ul style="list-style-type: none"><li>- adjacent junction in the same peak week having comparable flows;</li><li>- trips carried through all receptors between origin and destination; and</li><li>- peak week is representative of the whole onshore cable route (i.e., not just one location)</li></ul> <p>KB noted that the detail of the methodology, while useful to understand, should be discussed in the context of the actual traffic volumes produced and reported. KB clarified that if the model produces low numbers of HGV movements, then this presents less of a problem for the SRN than large movement numbers. However, if the model is inaccurate, this has a greater implication where high numbers of movements are anticipated, i.e., two, rather than one HGV movement may not be an issue, 2000 instead of 1000 would be a significant challenge for the SRN. KB added that National Highways are concerned with understanding the actual numbers of vehicle movement predicted for the Proposed Development and where these are going to occur.</p> <p>GB clarified that, while precise traffic numbers could not be shared at this point, they amounted to tens of movements per day in most cases, with 100 movements per day predicted at specific locations.</p> <p>KB responded that it would also be important for stakeholders to understand when the movements take place; are these all at the same time, or multiple movements back and forth with a smaller number of vehicles. KB added that lessons learned from Rampion 1 would play into this.</p> <p>AH noted a concern that key issues, such as those highlighted by KB, and others of interest to WSCC were not being addressed by the meeting.</p> <p>VC agreed that, from SDNPA's perspective, there were concerns around specific issues that needed to be addressed with data. The meeting was not addressing these.</p> <p>JM noted that any issues not addressed in this meeting would be picked up in further targeted engagement.</p>	
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	<p>AP queried specific traffic movement numbers for TCCs in relation to the SDNPA. Would there be 100 movements a day in and out of the TCC at Oakendene for example? Further detail specific to geographic locations is requested by SDNPA.</p> <p>JM noted that all traffic volumes and movements generated by assessment would be included in the ES and accompanying documentation.</p> <p>GB noted that it is important to the Transport team to understand specific concerns of the stakeholders and suggested pausing the slides and devoting the remaining time in the meeting to questions.</p> <p>IG noted that the traffic modelling has been agreed in previous meetings and through correspondence. IG understood that the purpose of the meeting was to further discuss issues raised at the last ETG meeting for Transport. These included the need for detailed information on accesses and Road Safety Audits (RSAs).</p> <p>VH noted that this might be a result of the SDNPA not being previously briefed on methodology, i.e., the meeting was attempting to cover both general approach and detail. VH added that SDNPA wanted to discuss RSAs, visibility splays, clarity regarding access numbering, traffic movements, PRowWs, Travel Plans and Alternative Access 35 specifically.</p> <p>JM proposed ending the slide presentation and using the list outlined by VH as a basis for discussion.</p> <p>Attendees agreed to adopt this approach.</p>	
<p>3</p>	<p><i>Access numbering</i></p> <p>VH queried the current access numbering. Has this been updated since PEIR. Can the latest numbering of accesses be shared.</p> <p>AH added that WSCC would like to be provided with clarity regarding which accesses are for construction only, construction and operation, and operation only.</p> <p>GB and JM clarified that this could be provided in the form of mapping.</p> <p>AH added that shapefiles provided to date provided the DCO Order Limits only and did not include access numbers or status.</p>	<p><b>Action 2. GB/JM to provide mapping and/or shapefiles to attendees showing the location of accesses, their numbers and status</b></p>
<p>4</p>	<p><i>Visibility splays</i></p> <p>VH outlined SDNPA concerns regarding the assessment of visibility splays, noting that, in the absence of speed surveys, the design of visibility splays could not reliably be finalised and would not comply with the major development test as per national policy (Section 15, National Planning Policy Framework 2021<sup>4</sup>). VH added that the removal of large sections of vegetation to provide visibility splays would potentially result in road safety, scenic beauty, landscape, biodiversity and cultural heritage impacts; therefore speed surveys and RSAs were considered essential within the SDNP to minimise the vegetation removal required for visibility splays and therefore reduce the potential for wider environmental impacts.</p> <p>AH noted that WSCC is in agreement with the SDNPA in regard for the need for speed surveys and RSAs to support the sensitive design of visibility splays.</p>	

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	<p>AH added that WSCC had the expectation that engagement would involve RWE taking stakeholders through the screening exercise that had been undertaken for accesses to allow discussion of sensitivities and areas of vegetation likely to be affected.</p> <p>IG noted that key accesses had been identified at an earlier stage in engagement and the expectation had been that RWE would be able to update on the status of those accesses with sensitivities and the way in which survey work had informed design. IG noted that WSCC was concerned that survey had not been progressed to allow this process to progress.</p> <p>AH added that WSCC has similar concerns outside the SDNPA as the necessity for the removal of vegetation must be evidenced and has not been to date. A mechanism for reducing worst-case should be employed.</p> <p>KB added that National Highways has similar environmental requirements for accesses being taken from the SRN.</p> <p>MP noted that HDC have similar environmental policy requirements for accesses within their boundaries.</p> <p>GB clarified that the PEIR had stated that maximum speeds would be adhered to in the development of visibility splays. This conflicts with the points raised in relation to the potential for wider environmental and the need to avoid removal of vegetation in relation to the SDNPA specifically and areas outside the SDNPA boundary. To address the need to inform visibility splay design, the Transport team have proposed RSAs, speed surveys and Walking, Cycling and Horse Riding (WCHR) surveys are undertaken.</p> <p>JM noted that specific environmental concerns are addressed in individual ES chapters and that environmental topics have been working collaboratively. JM added that the concerns of consultees are recognised and that every effort will be made, following DCO Application, to address specific issues.</p>	
5	<p><b>AOB</b></p> <p>JM noted that a number of concerns could not be addressed in this meeting. As a result, it was suggested that a further meeting would be arranged with attendees to discuss outstanding concerns.</p> <p>JM invited attendees to provide a list of concerns that could form the basis of an agenda for a subsequent meeting.</p>	<p><b>Action 3. JM to arrange a further meeting to address specific attendee concerns</b></p>

# Meeting Minutes



**Date:** [20/07/2023 12:00 – 13:00]

**Meeting at:** Online – Microsoft Teams

**Subject / purpose:**

Rampion 2 Transport targeted engagement meeting 2

Attendee	Role
[REDACTED] (GB) - WSP	Transport Technical Lead
[REDACTED] (VC) – South Downs National Park Authority (SDNPA)	Principal Planning Officer
[REDACTED] (MF) - Hatch	Socioeconomics Technical Lead
[REDACTED] (IG) – West Sussex County Council (WSCC)	Principal Planner, County Highways
[REDACTED] (AH) - WSCC	Rampion 2 Project Officer
[REDACTED] (JM) – WSP	Environmental Impact Assessment (EIA) Project Manager
[REDACTED] (AP) – SDNPA	Transport Officer
[REDACTED] (NS) - WSCC	Principal Rights of Way Officer

**Apologies:**

None received

**Actions Summary**

Number	Action
1	JM to share revised figures showing accesses with attendees.
2	JM to provide shapefiles showing all accesses and their status to attendees.
3	JM to consult with the GIS and PM team in regard to missing accesses on Figure 23.14a.
4	JM to check why Figure 18.8 is incomplete.
5	JM to query with the GIS and PM teams why offshore access to the SRN is not shown on Figure 23.18.
6	JM to query with RED whether the shortlist of RSAs, speed surveys and WCHR surveys can be shared with stakeholders.
7	GB to inform SDNPA regarding closure and/or diversion of the South Downs Way.
8	JM to query the justification for AA35 with engineering.

	Topic of Discussion	Actions
1	<p><i>Welcome</i></p> <p>JM introduced the meeting.</p> <p>JM asked if there were any objections to the meeting being recorded. None were noted. Introductions were conducted for all attendees.</p> <p>JM noted that mapping discussed at the previous meeting had been provided along with notes summarising discussion.</p>	
2	<i>Access numbering</i>	



	<p>JM noted that that the set of drawings shared following the last meeting (Figure 23.14a – Accessed used – Onshore construction phase) had some accesses missing; specifically, those within the South Downs national park Authority (SDNPA). JM noted that a second set of figures shared (18.8 Landscape elements along cable corridor) contained the missing accesses. JM clarified that both sets of figures would be updated and revised versions shared.</p> <p>JM noted that the design of specific access points (including elements such as visibility splays) would be determined through the detailed design process. It was intended that the application period would see a prioritisation of critical path items, such as Road Safety Audits (RSA), to inform the detailed design of accesses. JM added that engagement with stakeholders would be arranged to discuss specific access points where concerns had been noted and that, at present, accesses were covered by commitments within the outline Construction Transport Management Plan (CTMP) and outline Code of Construction Practice (CoCP).</p> <p>AH noted that shapefiles provided do not have layers detailing individual accesses. AH clarified that the provision of shapefiles noting accesses and the status of these would be appreciated.</p> <p>AH queried the level of detail regarding accesses to be included in the Development Consent Order (DCO) Application; would key accesses be highlighted and information regarding design principles for these be included?</p> <p>JM confirmed that information on key accesses and design principles would be included in the DCO Application, adding that the Transport team have already undertaken a process of identifying key accesses where RSA and other surveys would be required and have made this list available to Rampion Extension Development Ltd (RED).</p> <p>AH queried whether, in the absence of surveys required to inform the detailed design of accesses, Rampion 2 (the Proposed Development) was considering a worst-case scenario for potential environmental impacts.</p> <p>JM confirmed that the potential for environmental impacts at proposed accesses have been considered as a worst-case, informed by maximum design parameters.</p> <p>AH noted that the design principles for the onshore cable route and the Oakendene substation accesses have not been shared and agreed with stakeholders. As a result, stakeholders do not have confidence that the Proposed Development has considered a sufficient worst-case scenario to inform design.</p> <p>VC noted agreement from SDNPA with West Sussex County Council (WSCC) comments. VC added that accesses from the National Highways network are present in relation to the South Downs National Park (SDNP). Why had these not been included on Figure 23.14a?</p> <p>JM acknowledged this query and agreed to consult with the GIS and PM teams on this issue.</p> <p>GB noted that these accesses should be included.</p> <p>VC noted that Figure 18.8 appeared either incomplete or had been incorrectly formatted as sheets do not line up.</p>	<p><b>Action 1: JM to share revised figures showing accesses with attendees.</b></p> <p><b>Action 2: JM to provide shapefiles showing all accesses and their status to attendees.</b></p> <p><b>Action 3: JM to consult with the GIS and PM team in regard to missing accesses on Figure 23.14a.</b></p> <p><b>Action 4: JM to check why Figure 18.8 is incomplete.</b></p>
<p><b>3</b></p>	<p><i>Traffic data</i></p> <p>JM noted that traffic data requested by stakeholders covering vehicle movements and modelling relating to the offshore port and compounds could not be provided at this time but would be included with the DCO Application.</p> <p>JM noted that mapping requested by National Highways, showing interaction of the Proposed Development with the Strategic Road Network (SRN) and accesses off the A27 had been finalised and provided to stakeholders. This comprised Figure 23.18 – Study Area HGV Access Strategy.</p>	

	<p>AH noted that Figure 23.18 does not show access to the SRN relating to the offshore components of the Proposed Development, commenting that this would be material to Environmental Impact Assessment (EIA).</p> <p>JM acknowledged this point and noted that this would be queried.</p> <p>JM suggested that a meeting following the DCO Application would be helpful to understand critical path items identified by stakeholders. Would attendees have the ability to review information provided as part of the DCO Application and attend a meeting to discuss?</p> <p>VC noted that SDNPA would not have the capacity to review information provided as part of the DCO Application as the application period would require a focus on the adequacy of consultation as presented in the consultation report. VC added that the SDNPA have two weeks to respond to the Planning Inspectorate (PINS) in regard to consultation specifically.</p> <p>AH agreed with VC, noting that WSCC have tight deadlines for the provision of a response to PINS. WSCC would be focusing on the consultation report. AH added that a clear work plan, detailing the way in which further engagement is intended to be established would be essential to ensure all issues identified by stakeholders are addressed.</p> <p>VC noted agreement with AH comments regarding engagement post DCO Application, arguing that a clear strategy for engagement, both for specific topics and potential bilateral meetings where environmental aspects crossover, should be established.</p> <p>AH noted that a considerable number of issues across environmental topics had not been discussed and / or agreed with stakeholders in advance of DCO Application. The result of this was a build up of issues that stakeholders would have wanted to have been agreed by this point in programme. AH added that this presented a risk to the Proposed Development as well as resulting in pressures on stakeholders themselves.</p>	<p><b>Action 5: JM to query with the GIS and PM teams why offshore access to the SRN is not shown on Figure 23.18.</b></p>
<p>4</p>	<p><i>Survey</i></p> <p>JM noted that a short list of priority access where RSA and other survey is required has been produced and provided to RED. The need for Stage 1 RSA surveys prior to application has been communicated to RED.</p> <p>GB noted that the parameters for producing a short list of construction accesses that should be subject to Stage 1 RSA survey have been informed through discussion with stakeholders. Data used to inform the development of a short list has included existing accident data and data on anticipated additional traffic movements. GB added that RED acknowledge the need for RSAs both for those accesses identified as part of the short list and more widely across the Proposed Development, although these have not yet been instructed.</p> <p>IG queried whether the short list for RSAs could be shared with attendees; this would enable an informed discussion.</p> <p>JM noted that the need for speed surveys was acknowledged.</p> <p>GB noted that speed surveys had been previously discussed with stakeholders, with particular relevance to visibility splays. These had been designed within maximum parameters in terms of speed. GB added that, while maximum design parameters have currently been applied, it is anticipated that detailed design would see significant refinement to accesses.</p> <p>AP commented that SDNPA would expect to see commitments to survey included in DCO documentation and that Walking, Cycling and Horse Riding (WCHR) surveys were also required.</p> <p>JM acknowledged the requirements for RSAs, speed surveys and WCHR surveys.</p> <p>GB noted that the intention is to undertake WCHR and that a shortlist of locations has been provided to RED.</p>	<p><b>Action 6: JM to query with RED whether the shortlist of RSAs, speed surveys and WCHR surveys can be shared with stakeholders.</b></p>

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	<p>JM noted that RED are aware of the need to progress assessment of visibility splays in regard to Transport, Landscape and Visual Impact Assessment (LVIA) and Terrestrial Ecology. All access details, including visibility splays, will be included in the DCO documentation and are to be approved by relevant highways authorities.</p>	
5	<p><i>Provision of further information</i></p> <p>JM noted that the Public Rights of Way Management Plan (PRoWMP), Travel Plans and CTMP had been through an internal page turns and has been informed by Expert Topic Group (ETG) meetings and non-statutory engagement. These documents would not be shared prior to DCO Application.</p> <p>JM queried a timescale for the installation of the Washington Road Pegasus crossing.</p> <p>NS clarified that the crossing had not yet been installed and that the location for the crossing was not yet agreed.</p> <p>NS added that no visibility of PRoW crossings had been provided so a detailed response was not currently possible.</p> <p>VC noted that the PRoWMP had not been shared since the Preliminary Environmental Information Report (PEIR) stage. This resulted in some difficulty for SDNPA to be able to comment on potential impacts to PRoWs.</p> <p>It was agreed to discuss issues around Cowfold with Horsham District Council.</p> <p>JM noted that one point of discussion noted for the meeting was the provision of detail concerning potential impacts to the South Downs Way.</p> <p>GC noted that the PRoWMP and Transport chapter of the Environmental Statement (ES) treat Rights of Way in Transport terms, i.e.; they do not address the wider cultural or social significance of the South Downs Way as opposed to other Rights of Way. GB added that these factors are considered elsewhere in the ES.</p> <p>VC queried whether the South Downs Way is intended to be closed and/or diverted at any time during construction.</p> <p>GB proposed to check the detail and revert to VC following the meeting.</p> <p>VC queried if any response had been received from engineering to justify the length and position of AA28.</p> <p>JM noted that no response had been received to date but proposed following up with engineering following the meeting.</p>	<p><b>Action 7: GB to inform SDNPA regarding closure and/or diversion of the South Downs Way.</b></p> <p><b>Action 8: JM to query the justification for AA35 with engineering.</b></p>
6	<p>AOB</p> <p>JM thanked attendees for attending the meeting and noted that actions taken would be followed up and minutes provided in due course.</p>	