

# Rampion 2 Wind Farm

## Category 7: Other Documents

### Outline Operational Travel Plan

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# Executive summary

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The Outline Operation Travel Plan (OTP) (Document Reference: 7.5) has been prepared to manage impacts of travel by operational personnel to the onshore substation at Oakendene and travel relating to the operation and maintenance of the Proposed Development. This is part of a suite of plans supporting the operation and maintenance phase of Rampion 2.

This Outline OTP includes the objectives and targets relating to operational travel for the onshore substation and operational port. It also outlines management, measures and monitoring processes to be implemented to reduce the impact of travel.

A detailed OTP will be produced in accordance with this Outline OTP. It will be submitted for approval by the relevant planning authorities in advance of the commencement of the operations phase of the Proposed Development.



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# 1. Introduction

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## 1.1 Overview of the Proposed Development

- 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** (Document Reference: 6.2.4).

## 1.2 Purpose and Structure of this Outline Operational Travel Plan

- 1.2.1 This Outline Operational Travel Plan (Outline OTP) sets out the principles for managing the impact of travel by operational personnel during the operation and maintenance phase of the Proposed Development. This Outline OTP covers operation and maintenance workers travelling to the new onshore substation at Oakendene and onshore travel associated with offshore operation and maintenance of the Proposed Development.
- 1.2.2 This Outline OTP is intended to set out a plan to maximise the sustainability of travel methods used to get to and from the onshore substation at Oakendene and to get to the onshore base for offshore maintenance works, as well as minimise impacts on the local road network and by association the local communities and road users in West Sussex and beyond.
- 1.2.3 This Outline OTP accompanies the Development Consent Order (DCO) Application. The Detailed OTP will be developed post-consent, and will be produced in accordance with the principles, objectives and guidance provided in this Outline OTP. The Detailed OTP will be submitted for approval by the relevant planning authorities prior to commissioning and in advance of the commencement of the operation and maintenance phase. The Detailed OTP is therefore expected to be largely based on the Outline OTP, but will be in a position to provide further information with regards to details such as on-site facilities such as parking.
- 1.2.4 The Outline OTP is a live document, which will remain live post-consent and will be updated as required based on engagement with stakeholders and when further information regarding the key parameters will have been refined by RED. The outcomes of this engagement will also feed into the Detailed OTP.

## 1.3 Scope and interfaces of the Outline OTP

- 1.3.1 Following a policy section which is common to both the onshore substation and offshore port, the Outline OTP dedicates a section (**Section 3**) covering the onshore substation at Oakendene. The number of operational staff will be minimal given the onshore substation will be unmanned and will only require visual checks approximately once a week. There will be a maximum two-week period once a year during which maintenance staff will be at the onshore substation everyday. If there is an unplanned event, there would be more personnel required (transformer change etc.), however this would only be temporary.
- 1.3.2 The Outline OTP then moves on in **Section 4** to cover the onshore travel associated with offshore maintenance of the Proposed Development (i.e. maintenance staff travelling to the base from which vessels would transfer them offshore for maintenance tasks). 850 crew vessel wind turbine visits per year are anticipated.



- 1.3.3 In addition to the Outline OTP, an **Outline Construction Workforce Travel Plan (CWTP)** (Document Reference: 7.7) has also been prepared for the Construction phase of Proposed Development. The Detailed CWTP will be developed post-consent before commencement of the Construction phase and will take account of the transport conditions at that time. The **Outline CWTP** (Document Reference: 7.7) has been prepared in accordance with current planning guidance and is subject to the approval of the local planning authorities following consultation with West Sussex County Council (WSCC). The construction workforce for the Proposed Development will be required to adhere to the Outline CWTP until the Proposed Development becomes operational when the Detailed OTP comes into force.
- 1.3.4 This Outline OTP forms part of a package of transport management documents to assist in the control of transport movements for the Proposed Development. Therefore, in addition to the **Outline CWTP** (Document Reference: 7.7), the Outline OTP should also be read in conjunction with the following transport documents which accompany the DCO Application:
- **Outline Construction Traffic Management Plan (CTMP)** (Document Reference: 7.6). This document interacts with the Outline CWTP by setting out a framework to introduce management / measures to minimise the likely effects on
  - **Chapter 23: Transport, Volume 2** (Document Reference: 6.2.23) of the Environment Statement (ES);
  - **Appendix 23.1: Abnormal Indivisible Loads assessment, Volume 4** (Document Reference: 6.4.23.1) of the ES; and
  - **Appendix 23.2 : Traffic Generation Technical Note, Volume 4** (Application Document Reference: 6.4.23.2) of the ES.

## 1.4 Structure of the Plan

- 1.4.1 The remainder of this Outline OTP is structured as follows:
- **Section 2:** Policy and guidance framework;
  - **Section 3:** Objectives and targets – Oakendene substation;
  - **Section 4:** Objectives and targets – Operational port;
  - **Section 5:** Management, measures, monitoring and review – Oakendene; substation;
  - **Section 6:** Management, measures, monitoring and review – Offshore port;
  - **Section 7:** Conclusion;
  - **Section 8:** Glossary of terms and abbreviations;
  - **Section 9:** References; and
  - **Appendix A:** Action Plan – Oakendene substation.

## 2. Policy and guidance

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### 2.1 Introduction

- 2.1.1 This Section presents a review of policies and other relevant documents (e.g., guidance) to demonstrate how the Proposed Development is consistent with, and will contribute to, relevant policies, objectives, and priorities at a national and local level. This Outline OTP has been developed in accordance with the relevant policy and guidance as outlined in this Section.

### 2.2 National Policy

#### Overarching National Policy Statement (NPS) for Energy (EN-1) (Department of Energy and Climate Change (DECC), 2011)

- 2.2.1 NPS EN-1 (DECC, 2011) sets out policies which should be taken into account when making decisions on Nationally Significant Infrastructure Projects (NSIPs). In respect to Travel Plans, NPS EN-1 states the following at paragraph 5.13.4:

*“Where appropriate, the applicant should prepare a Travel Plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for car parking associated with the proposal and to mitigate transport impacts.”*

- 2.2.2 NPS EN-3 (DECC, 2011) and NPS EN-5 (DECC, 2011) set out National Policy guidance for Renewable Energy Infrastructure projects. While relevant to Rampion 2, these policy statements are not of specific relevance to the Proposed Development travel plans. Draft Overarching National Policy Statement for Energy (EN-1) (Department for Energy Security and Net Zero (DESNZ), 2023).

- 2.2.3 Draft NPS (DESNZ, 2023: paragraph 1.6.3) contains policy matters relating to the Proposed Development. In respect to Travel Plans, Draft NPS EN-1 states the following at paragraph 5.14.7:

*“The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport to:*

- *reduce the need for parking associated with the proposal;*
- *contribute to decarbonisation of the transport network;*
- *reduce the need to travel; and*
- *secure behavioural change and modal shift through an offer of genuine modal choice and to mitigate transport impacts.”*

## National Planning Policy Framework (NPPF, 2021)

- 2.2.4 Paragraph 111 of the NPPF (Ministry of Housing, Communities and Local Government (MHCLG), 2021) states that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 2.2.5 Paragraph 113 of the NPPF states that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

## National Planning Practice Guidance (PPG, 2014)

- 2.2.6 Guidance on Travel Plans, Transport Assessments and Statements, published by MHCLG (2014), is provided within the National Planning Practice Guidance (NPPG).
- 2.2.7 Paragraph 002 of the guidance states:
- “Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation. Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area.”*

## Department for Transport (DfT) Decarbonising Transport: A Better, Greener Britain (2021)

- 2.2.8 This document (DfT, 2021) summarises UK Government's commitments to contributing to transport decarbonisation. The relevant commitments include:
- the aim that half of all journeys in towns and cities will be cycled or walked by 2030;
  - to deliver a world class cycling and walking network in England by 2040;
  - to deliver the National Bus Strategy's vision of a transformed bus industry and a green bus revolution; and
  - to support transport providers to develop communications campaigns that encourage mode-switch and sustainable transport behaviours.

## 2.3 Regional policy

### Transport Strategy for the South East (2020)

- 2.3.1 The key aim of Transport for South East (TfSE) is to deliver a safe, sustainable and integrated transport system that makes the South East more productive and competitive, improving the quality of life for all residents.
- 2.3.2 The Transport Strategy for the South East (TfSE, 2020) outlines that the longer-term sustainable approach for the South East region, with a need to focus on planning for people and places first, before planning for vehicles. This includes encouraging modal shift, integrated transport policy, high quality street environments, integrated transport, and land use planning. Planning for vehicles typically includes capacity enhancements.

### TfSE Strategic Investment Plan for the South East (2022)

- 2.3.3 Transport for the South East's vision (TfSE, 2022) is:

*"By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe, and accessible transport network will offer seamless door-to door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life."*

- 2.3.4 The TfSE Strategic Investment Plan underpins its vision with three strategic goals. These are:
- *"Economic: Improve productivity and attract investment to grow our economy and better compete in the global marketplace;*
  - *Social: Improve health, safety, wellbeing, quality of life and access to opportunities for everyone; and*
  - *Environmental: Protect and enhance the South East's unique natural and historic environment."*

## 2.4 Local policy

### Road Safety Framework 2016 – 2026

- 2.4.1 This is the framework for road safety in West Sussex (WSCC, 2016). It sets out a target of Vision Zero which is a philosophy of road safety that eventually no one will be killed or seriously injured (KSI) within the road transport system. Vision Zero is a strategy and does not refer to a target to be achieved by a certain date.
- 2.4.2 The framework sets out how road safety and the outcomes for those involved in collisions could be improved with road safety interventions. The framework also notes road safety interventions to help achieve safer roads. These interventions are:

- Engineering a safer road environment;
- Changing behaviours; or
- Technological solutions.

## West Sussex Transport Plan (2022 – 2036)

- 2.4.3 The West Sussex Transport Plan (WSCC, 2022) (WSTP) sets out the county’s vision for transport. WSCC have developed seventeen objectives that need to be achieved, and these have been used to develop the five thematic and eight area transport strategies contained within the WSTP that will make West Sussex healthy, protected, connected and prosperous.
- 2.4.4 The active travel strategy is intended to facilitate greater use of active travel modes (such as walking and cycling). The priorities are to extend and improve the network of active travel facilities, providing segregation where necessary, which will require funding and partnership working to identify priorities and deliver improvements. If opportunities arise, WSCC will work with partners to deliver skills training and promotion initiatives.
- 2.4.5 The shared transport strategy (buses, community transport and mobility solutions) is intended to facilitate a more efficient and customer focused bus network, using community transport and new mobility solutions where possible and viable.
- 2.4.6 The rail strategy is intended to set out how WSCC wants the railway to be improved. This includes identifying priorities that will help the rail network to perform a strategic role in the transport network.
- 2.4.7 The road network strategy seeks to address the fact that travel behaviour in West Sussex is currently dominated by private car use. The approach is to improve the efficiency of the most strategically important local roads and provide facilities for active travel and shared transport services, supported by use of demand management techniques as well as encouraging uptake of electric vehicles. These improvements are also expected to contribute to improving road safety and resilience.

## West Sussex Walking and Cycling Strategy (2016 – 2026)

- 2.4.8 The West Sussex Walking and Cycling Strategy (WSCC, 2020a) is a document that sets out the aims and objectives for walking and cycling during the strategy period and sets out guidance and information for developers.
- 2.4.9 The objectives of this walking and cycling strategy are:
- to ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
  - to make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;
  - to reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads;

- to support economic development by facilitating travel to work and services without a car;
- to reduce congestion and pollution by encouraging and enabling people to travel without a car;
- to increase levels of physical activity to help to improve physical health;
- to help to maintain good mental health and staying independent later in life;
- to increase the vitality of communities by improving access by bicycle and on foot; and
- to help people to access rural areas and enjoy walking and cycling.

## West Sussex Climate Change Strategy (2020 – 2030)

- 2.4.10 In recognition of the climate emergency, WSCC (2020b) launched its Climate Change Strategy in 2020. This underpins WSCC’s corporate plan, making climate change a fundamental consideration of all actions going forward. This document outlines the opportunity to improve air quality by reducing carbon emissions from road-based transport. WSCC have committed to reducing these emissions by using technological solutions to avoid the need for travel, prioritising sustainable transport options, and reducing the impact of any remaining road travel.

## Draft Horsham District Local Plan 2019-2036

- 2.4.11 Strategic policy 41 – Infrastructure Provision (Horsham District Council, 2019). This policy states that development will only be supported if local infrastructure has adequate capacity to support the development. Suitable mitigation should be proposed where local infrastructure does not have the capacity to accommodate development.
- 2.4.12 Strategic policy 42 – Sustainable Transport. This policy sets out the conditions in which development will be supported for sustainable transport. The policy states “*development will be supported if it:*
- *Provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods.*
  - *Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*
  - *Prioritises and provides safe and accessible walking and cycling routes and is integrated with the wider network of routes, including public rights of way and cycle paths.*
  - *Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
  - *Develops innovative and adaptable approaches to public transport in the rural areas of the District.*

- *Maintains and improves the existing transport system (pedestrian, cycle, rail and road).*
- *Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development of the wider area, or as a result of needing to address an existing local traffic problem.”*

## **Mid Sussex District Plan 2014-2031**

- 2.4.13 Policy DP20 (Mid Sussex District Council, 2018): Securing Infrastructure requires development to be provided with necessary infrastructure such as efficient and sustainable transport networks.
- 2.4.14 Policy DP21: Transport requires developments, depending on their size or impact to prepare a Transport Statement or Transport Assessment to be submitted with a planning application. The policy also requires submission of a travel plan statement or full travel plan alongside the transport statement or transport assessment which will be submitted with a planning application.
- 2.4.15 Policy DP22: Rights of Way and other Recreational Routes aims to protect existing rights of way, cycle and recreational routes from any adverse effects that might come from development. It also states that where a route is likely to be affected an alternative must be provided which is equivalent in value to the route affected.

## **Worthing Borough Council Local Plan 2020 – 2036**

- 2.4.16 Policy DM15 Sustainable Transport and Active Travel (Worthing Borough Council, 2023) sets out that Worthing Borough Council will support development which encourages use of public and sustainable transport and reduces the number of car journeys. Where development is likely to generate demand for travel or have other implications it is required to be supported by a Transport Statement or Assessment and a sustainable travel plan. The policy further states that it will *“support measures that promote improved accessibility, create safer roads, reduce the environmental impact of traffic movements, enhance the pedestrian environment, or facilitate highway improvements”*.



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## 3. Objectives and targets – Oakendene substation

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### 3.1 Introduction

3.1.1 This Section summarises the objectives of the Outline OTP and the proposed targets with respect to Oakendene substation.

### 3.2 Objectives – Oakendene substation

3.2.1 One of the prime objectives of an active Outline OTP is to set clear and realistic targets. The main targets to be achieved during the operation and maintenance phase of the Proposed Development are:

- minimise the volume of vehicular trips associated with the operation of the Proposed Development so far reasonably practical; and
- maximise the sustainable movement of the operational workforce required for the operation of the Proposed Development so far as reasonably practicable.

3.2.2 It should be borne in mind that the volume of vehicle trips associated with the Oakendene substation is anticipated to be low, other than in the event of outages or equipment failures. This in turn will affect the targets and measures proposed at this location, since from a low baseline number of trips there is a more limited scope to enact modal shift.

### 3.3 Types of targets

3.3.1 Targets for a travel plan should seek to be 'SMART', outlined as:

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime-related.

3.3.2 There are two types of targets, namely: '*aim*' and '*action*' targets. '*Aim*' targets are generally based on the percentage share of each travel mode used and are measured over a specific time frame. '*Action*' targets are task specific and are typically consolidated into an Action Plan.

### 3.4 Aim targets

3.4.1 This Outline OTP provides a series of mode share aim targets (**Section 4.4.4**) for the operation and maintenance phase of the Proposed Development .

- 3.4.2 The principal aim is to achieve the mode share targets that have been assessed as part of the Development Consent Order (DCO) Application as set out in **Appendix 23.2: Traffic Generation Technical Note, Volume 4** (Document Reference: 6.4.23.2) of the ES.
- 3.4.3 It is recognised that for certain aspects of **Appendix 23.2: Traffic Generation Technical Note, Volume 4** (Document Reference: 6.4.23.2) of the ES, the assessment includes some worst-case assumptions in order to provide a robust assessment of the highway network. For example, no car sharing was used by workers, and all trips were assumed to take place by car as opposed to using sustainable travel modes, in order to allow a robust assessment of the impact on the highway network to be undertaken.
- 3.4.4 Therefore, the mode share targets have been agreed with WSCC and are set out as follows:
  - mode share assessment targets – these targets are a worst-case, based on the parameters included in **Appendix 23.2: Traffic Generation Technical Note, Volume 4** (Document Reference: 6.4.23.2) of the ES and which the traffic modelling is based, which assume no workers will walk or cycle as part of their journey to work; and
  - mode share aim targets – these targets are instead based on RED’s aim of encouraging workers to use sustainable travel modes wherever possible when travelling to Oakendene substation.
- 3.4.5 **Table 3-1** presents the assessment and aim mode share targets for the operational and maintenance phase for Oakendene substation.

**Table 3-1 Mode Share Assessment and Aim Targets – Oakendene Substation**

	Car Driver	Car Passenger	Bus	Walk	Cycle	Motorcycle
<b>Assessment Target</b>	100%	0%	0%	0%	0%	0%
<b>Aim Target</b>	98%	2%	0%	0%	0%	0%

### 3.5 Action targets – Oakendene substation

- 3.5.1 A detailed Action Plan will be developed by the Offshore Transmission Owner (OFTO) and will be subject to a monitoring and review process post-consent. The detailed Action Plan will set out the tasks required to be undertaken in order to implement and manage the Outline OTP and a timescale will be provided against each action. Each action will be agreed with WSCC, and form part of the Detailed OTP. The Action Plan will be reviewed as part of the annual meetings with WSCC and the local planning authorities
- 3.5.2 **Appendix A** provides an initial list of early actions to be implemented for the Outline OTP. These include early actions such as to prepare this Outline OTP and conducting induction sessions. These actions will be carried out to implement the

Outline OTP targets, which will encourage the use of sustainable travel options. The other actions being implemented are also associated with increasing sustainable transport. Providing cycling facilities, electric vehicle charging stations, priority parking for car share, and public transport timetables are all proposed to encourage the modal shift away from individual car usage.

- 3.5.3 The Action Plan will be monitored and reviewed, so updates can be made if required.

## 4. Objectives and targets – Operational port

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### 4.1 Introduction

4.1.1 This Section summarises the objectives of the Outline OTP and the proposed targets relating to the offshore port. It is currently anticipated that the operational port for the project will be Newhaven.

### 4.2 Objectives – operational port

4.2.1 One of the prime objectives of an active Outline OTP is to set clear and realistic targets. The main targets to be achieved during the operation and maintenance phase of the Proposed Development are:

- minimise the volume of vehicular trips associated with the operation of the Proposed Development so far reasonably practical; and
- maximise the sustainable movement of the operational workforce required for the operation of the Proposed Development so far as reasonably practicable.

### 4.3 Types of targets

4.3.1 As mentioned in **Section 3.3**, targets should be ‘SMART’. There are two types of targets, namely: ‘*aim*’ and ‘*action*’ targets. This applies equally to the targets for the operational port.

### 4.4 Aim targets

4.4.1 This Outline OTP provides a series of mode share aim targets (**Section 4.4.4**) for the operation and maintenance phase of the Proposed Development.

4.4.2 The principal aim is to achieve the mode share targets that have been assessed as part of the Development Consent Order (DCO) Application as set out in **Appendix 23.2: Traffic Generation Technical Note, Volume 4** (Document Reference: 6.4.23.2) of the ES.

4.4.3 It is recognised that for certain aspects of **Appendix 23.2: Traffic Generation Technical Note, Volume 4** (Document Reference: 6.4.23.2) of the ES, the assessment includes some worst-case assumptions in order to provide a robust assessment of the highway network. For example, no car sharing was used by workers, and all trips were assumed to take place by car as opposed to using sustainable travel modes, in order to allow a robust assessment of the impact on the highway network to be undertaken.

4.4.4 Therefore, the mode share targets have been agreed with WSCC and are set out as follows:

- mode share assessment targets – these targets are a worst-case, based on the parameters included in **Appendix 23.2: Traffic Generation Technical Note, Volume 4** (Document Reference: 6.4.23.2) of the ES and which the traffic modelling is based, which assume no workers will walk or cycle as part of their journey to work; and
- mode share aim targets – these targets are instead based on RED’s aim of encouraging workers to use sustainable travel modes wherever possible when travelling to Oakendene substation and the offshore maintenance base.

4.4.5 **Table 4-1** presents the assessment and aim mode share targets for the operational and maintenance phase for Newhaven offshore port.

**Table 4-1 Mode Share Assessment and Aim Targets – Newhaven Offshore Port**

	<b>Car Driver</b>	<b>Car Passenger</b>	<b>Bus/ Rail</b>	<b>Walk</b>	<b>Cycle</b>	<b>Motorcycle</b>
<b>Assessment Target</b>	100%	0%	0%	0%	0%	0%
<b>Aim Target</b>	95%	2%	2%	1%	0%	0%

## 4.5 Action targets

- 4.5.1 A detailed Action Plan will be developed by RED and will be subject to a monitoring and review process post-consent . The detailed Action Plan will set out the tasks required to be undertaken in order to implement and manage the OTP and a timescale will be provided against each action. Each action will be agreed with WSCC, and form part of the Detailed OTP. The Action Plan will be reviewed as part of the annual meetings with WSCC and the local planning authorities
- 4.5.2 **Appendix A** provides an initial list of early actions to be implemented for the Outline OTP. These include early actions such as prepare travel plan and conducting induction sessions, which will be held separately for onshore and offshore workers. These actions will be carried out to implement the OTP targets, which will encourage the use of sustainable travel options. The other actions being implemented are also associated with increasing sustainable transport. Providing cycling facilities, electric vehicle charging stations, priority parking for car share, and public transport timetables are all proposed to encourage the modal shift away from individual car usage.
- 4.5.3 The Outline OTP will be monitored and reviewed, so updates can be made if required.

## 5. Management, measures, monitoring and review – Oakendene substation

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### 5.1 Introduction

- 5.1.1 Given the small number of operational staff that will be required as outlined in **Section 3**, it is expected that the operation and maintenance workforce will most likely drive and that parking will be provided at the onshore substation at Oakendene.

### 5.2 Management

- 5.2.1 This OTP will be managed by OFTO, who will have the following responsibilities related to the Outline OTP:
- prepare Travel Plan to relay to operation and maintenance workforce;
  - promote the objectives of the OTP to the operation and maintenance workforce to encourage compliance with its contents;
  - carry out monitoring and appoint an individual to be responsible for monitoring compliance with detailed travel plan;
  - report the monitoring of the OTP to WSCC and the local planning authorities to allow consideration of appropriate mitigation action if required;
  - propose OTP updates to WSCC and the local planning authorities as required and make any approved amendments; and
  - resolve issues and problems through liaison with other parts of RED.

### 5.3 Measures

#### Embedded Design

- 5.3.1 The Oakendene substation is designed for remote operation with a minimal number of inspection trips generated, as opposed to requiring a fixed workforce to make daily visits to the substation. In this way the embedded design of the substation helps to design out vehicle trips.

#### Communication Strategy

##### Induction process

- 5.3.2 All workers involved in the operation and maintenance elements of the Proposed Development will be required to attend an induction session, separately for onshore and offshore maintenance staff, prior to commencing work.

- 5.3.3 The induction process is proposed to cover a number of security and safety aspects of working on the Proposed Development. A specific session or module during the induction process is envisaged to cover transport issues including:
- explaining the on-site parking that would be available at the onshore substation; and
  - explaining the Driver Rules and Worker Code of Conduct. These are the rules which apply to workers driving to/from site and whilst working on site respectively. They include safe behaviour not only whilst driving but also in the vicinity of other moving vehicles and thus are relevant to all workers.

### Travel Plan Pack

- 5.3.4 It is proposed that at induction, every worker will also be issued with the Proposed Development Travel Plan Pack (TPP) in electronic format. The production of the TPP prior to commencement of operations, which will be the responsibility of RED, will contain the following information in relation to both the onshore substation and the offshore maintenance base:
- information on local bus services and rail timetables;
  - information on walk and cycle routes; and
  - information on where staff can park.

### Car Parking

- 5.3.5 Dedicated car parking spaces will be provided for operational workers to carry out planned maintenance at the onshore substation.
- 5.3.6 To encourage sustainably travel methods, staff travelling via car share will be given priority over parking spaces. Additionally, electric vehicle charging points will be available as part of the substation parking to encourage low emission journeys.

### Cycle Parking

- 5.3.7 To encourage cycling, RED will provide secure, sheltered cycle parking for those operational workers who wish to cycle to Oakendene substation.

## 5.4 Monitoring and Review

- 5.4.1 The Outline OTP will require monitoring of actions, review against the original objectives in **Section 4.2**, and potential revision of targets and measures so that the Outline OTP remains effective. All monitoring will be the responsibility of the OFTO.
- 5.4.2 The review of the Outline OTP will be undertaken in consultation with the Local Planning Authority, WSCC. The frequency of operational visits to the onshore substation and offshore maintenance facility will be reviewed, as will the utilisation of the on-site parking at both locations, to ensure no nuisance or illegal parking.

- 5.4.3 Any alterations or additions to the measures will be outlined to WSCC and the Outline OTP will be updated accordingly.



## 6. Management, measures, monitoring and review – Operational port

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### 6.1 Introduction

6.1.1 It is expected that new parking facilities would be provided for offshore maintenance staff close to the site currently used as an offshore maintenance base for Rampion One on the East Quay at Newhaven Port.

### 6.2 Management

6.2.1 This OTP will be managed by RED, who will have the following responsibilities related to the Outline OTP:

- prepare Travel Plan to relay to operation and maintenance workforce;
- promote the objectives of the OTP to the operation and maintenance workforce to encourage compliance with its contents;
- carry out monitoring and appoint an individual to be responsible for monitoring compliance with detailed travel plan;
- report the monitoring of the OTP to WSCC and the local planning authorities to allow consideration of appropriate mitigation action if required;
- propose OTP updates to WSCC and the local planning authorities as required and make any approved amendments; and
- resolve issues and problems through liaison with other parts of RED.

### 6.3 Measures

#### Communication Strategy

##### Induction process

6.3.1 All workers involved in the operation and maintenance elements of the Proposed Development will be required to attend an induction session, separately for onshore and offshore maintenance staff, prior to commencing work.

6.3.2 The induction process is proposed to cover a number of security and safety aspects of working on the Proposed Development. A specific session or module during the induction process is envisaged to cover transport issues including:

- explaining the on-site parking that would be available at the offshore maintenance base; and
- explaining the Driver Rules and Worker Code of Conduct. These are the rules which apply to workers driving to/from site and whilst working on site

respectively. They include safe behaviour not only whilst driving but also in the vicinity of other moving vehicles and thus are relevant to all workers.

## Travel Plan Pack

6.3.3 It is proposed that at induction, every worker will also be issued with the Proposed Development Travel Plan Pack (TPP) in electronic format. The production of the TPP prior to commencement of operations, which will be the responsibility of RED, will contain the following information in relation to both the onshore substation and the offshore maintenance base:

- information on local bus services and rail timetables;
- information on walk and cycle routes; and
- information on where staff can park.

## Car Parking

6.3.4 It is expected that offshore maintenance staff would park in new car parking to be provided close to the existing maintenance facility for Rampion One on the East Quay at Newhaven Port.

6.3.5 To encourage sustainably travel methods, staff travelling via car share will be given priority over parking spaces. Additionally, electric vehicle charging points will be available as part of the substation parking to encourage low emission journeys.

## Cycle Parking

6.3.6 Facilities for showering and changing will be available to ensure cycling is a feasible travel option.

6.3.7 It is expected that offshore maintenance staff would park in new cycle parking to be provided close to the existing maintenance facility for Rampion One on the East Quay at Newhaven Port.

## 6.4 Monitoring and Review

6.4.1 The Outline OTP will require monitoring of actions, review against the original objectives in **Section 4.2**, and potential revision of targets and measures so that the Outline OTP remains effective. All monitoring will be the responsibility of RED.

6.4.2 The review of the Outline OTP will be undertaken in consultation with the Local Planning Authority, WSCC. The frequency of operational visits to the onshore substation and offshore maintenance facility will be reviewed, as will the utilisation of the on-site parking at both locations, to ensure no nuisance or illegal parking.

6.4.3 Any alterations or additions to the measures will be outlined to WSCC and the Outline OTP will be updated accordingly.

6.4.4 Impacts of traffic from Newhaven port on National Parks in Study Area 2 have been considered and will continue to be monitored.

## 7. Conclusion

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- 7.1.1 This Outline OTP sets out the principles for managing the impact of travel by operation and maintenance staff to the Proposed Development.
- 7.1.2 It is intended that this document will provide the basis for a Detailed OTP to be provided post-consent stage. Thus, the Detailed OTP will be submitted for approval by WSCC (in consultation with the relevant planning authorities) prior to the completion of construction works.
- 7.1.3 The Detailed OTP will be developed post-consent, but will be produced in accordance with the principles, objectives and guidance provided in this Outline OTP. This Outline OTP therefore presents the principle of measures which could be employed to meet the aforementioned objectives and provides a framework for the submission of a Detailed OTP to be secured as a DCO Requirement which requires approval by WSCC and the local planning authorities at the post-consent stage.
- 7.1.4 RED and the OFTO will be responsible for overseeing the coordination and delivery of the OTP. The Detailed OTP will be developed based on engagement with stakeholders and when further information regarding the key operational parameters will have been refined by RED.



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## 8. Glossary of terms and abbreviations

**Table 8-1 Glossary of terms and abbreviations**

Term (acronym)	Definition
<b>CTMP</b>	Construction Traffic Management Plan
<b>CWTP</b>	Construction Workforce Traffic Plan
<b>DfT</b>	Department for Transport
<b>Development Consent Order (DCO)</b>	This is the means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects, under the Planning Act 2008.
<b>DECC</b>	Department of Energy and Climate Change
<b>Horizontal Directional Drill (HDD)</b>	An engineering technique avoiding open trenches
<b>HVAC</b>	High Voltage Alternating Current
<b>kV</b>	Kilovolt
<b>MHWS</b>	Mean High Water Springs
<b>MPH</b>	Miles Per Hour
<b>NPPF</b>	National Planning Policy Framework
<b>NPPG</b>	National Planning Policy Guidance
<b>NPS</b>	National Policy Statement
<b>OFTO</b>	Offshore Transmission Owner
<b>OTP</b>	Operational Travel Plan
<b>Proposed Development</b>	The development that is subject to the application for development consent, as described in <b>Chapter 4: The Proposed Development, Volume 2</b> of the ES (Document Reference: 6.2.4).
<b>RED</b>	Rampion Extension Development Limited (The Applicant)
<b>TfSE</b>	Transport for the South East
<b>TPP</b>	Travel Plan Pack

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Term (acronym)	Definition
<b>Wind Turbine Generators (WTGs)</b>	The components of a wind turbine, including the tower, nacelle, and rotor.
<b>WSCC</b>	West Sussex County Council

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# Appendix A

## Action Plan

Certain actions may be more applicable to implementation at either the Oakendene substation or Newhaven offshore port

Element	Action
<b>Travel Plan Pack</b>	Prepare Travel Plan Pack – including information regarding bus services, rail timetables, walk and cycle routes and staff parking facilities
	Issue Travel Plan Packs to all Maintenance staff during induction sessions
<b>Communication</b>	Preparation and conducting separate induction session for onshore and offshore maintenance staff
	Explaining the Driver Rules and Worker Code of Conduct as part of the induction process for workers
<b>Car Parking</b>	Provide car parking
	Provide Electric Vehicle charge points at both facilities
<b>Cycling</b>	Provide sheltered cycle parking
	Provide showering, changing and personal belonging storage facilities for staff cycling to work
<b>Bus and rail</b>	Engagement with bus and rail operators on service provision
<b>Sustainable travel incentives</b>	Develop a programme of incentives for sustainable travel e.g. bike2 work loans, bike user group, access to real time public transport information, flexible working policies for staff
<b>Monitoring, review and compliance</b>	Hold a pre-operation Operational Travel Plan meeting with West Sussex County Council
	Put meetings in the West Sussex County Council and the local planning authorities diaries
	Appoint an individual responsible for compliance and monitoring
	Set up the framework for the monitoring report
	Monitor car park occupancy

