Rampion 2 WIND FARM

Rampion 2 Wind Farm

Category 7: Other Documents

Outline Construction Traffic Management Plan

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Contents

List of Tables

List of Appendices

Executive Summary

This Outline Construction Traffic Management Plan (CTMP) (Document Reference: 7.6) has been prepared to manage impacts of construction traffic for the onshore elements of the Proposed Development. This is part of a suite of plans supporting onshore construction works for Rampion 2.

The Outline CTMP has developed following traffic modelling and assessment carried out in the **Chapter 23: Transport, Volume 2** (Document Reference: 6.2.23). This process has identified the embedded environmental measures secured within these documents.

This Outline CTMP includes information on accesses, routing and traffic management. It also sets out the environmental measures including signage, working hours and timing of movements to manage impact on construction traffic as a result of the Proposed Development.

Stage specific CTMPs will be produced by the appointed Contractor(s) following the grant of the Development Consent Order (DCO) and prior to the relevant stage of construction. This will be produced in accordance with this Outline CTMP for approval of the relevant highway authority, prior to the commencement of that stage of works.

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1. Introduction

1.1 Overview

1.1.1 Rampion Extension Development Limited (hereafter referred to as 'RED') (the Applicant) is developing the Rampion 2 Offshore Wind Farm ('the Proposed Development') located adjacent to the existing Rampion Offshore Wind Farm ('Rampion 1') in the English Channel.

1.1.2 This **Outline Construction Traffic Management Plan (CTMP)** (Document Reference: 7.6) outlines the management of construction traffic for the Proposed Development. This Outline CTMP is submitted alongside the Development Consent Order (DCO) Application. This Outline CTMP should be read in conjunction with the description of the onshore elements of the Proposed Development provided in **Chapter 4: The Proposed Development, Volume 2** (Document Reference: 6.2.4).

1.1.3 This Outline CTMP is focused on the construction of the onshore elements of the Proposed Development. Measures for the management of workforce travel associated to and from the construction port are considered as part of the Outline Construction Workforce Travel Plan.

1.1.4 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^2.

1.1.5 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.

1.1.6 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.

1.1.7 During construction, the onshore elements of the Proposed Development would be supported with Temporary Construction Compounds (TCCs) (and HDD compounds), accesses and haul roads. There will also be some traffic during the construction phase associated with the construction management base in Shoreham, from where crew transfer onto vessels.

1.1.8 This Outline CTMP has evolved throughout the DCO pre-application process as the onshore elements of the Proposed Development have been further defined through the design process and following feedback from stakeholders. Consultation has been undertaken with West Sussex County Council (WSCC), National Highways (NH)[1] and The South Downs National Park Authority (SDNPA) to develop an agreed management and mitigation strategy for heavy goods vehicles (HGVs) and light goods vehicles (LGVs) during the construction of the Proposed Development.

1.1.9 An Outline CTMP is required to address the impacts of the onshore infrastructure elements of the Proposed Development which could have a direct effect on local roads through crossings of the network and the conveyance of construction traffic.

1.2 Purpose and structure of the Outline CTMP

1.2.1 The purpose of this Outline CTMP is to establish the environmental measures which can be implemented in relation to traffic generated during the construction phase for the onshore elements of the Proposed Development. This Outline CTMP has been prepared to ensure that the management and mitigation measures detailed within this document minimise the likely effects on existing road users during the construction phase. This also satisfies commitment C-201 (in the **Commitments Register** (Document Reference: 7.22), which states that '*Construction Traffic Management Plans (CTMP) will be developed in consultation with the highway's authorities (WSCC and NH) for stages of the works. These will be developed in accordance with the Outline CTMP and include the stage specific details for managing the impact of the construction traffic on the transport network*.' The Outline CTMP also relates to the **Outline Construction Workforce Travel Plan (**Document Reference: 7.7) which sets out the measures which will be used to manage staff travel across all modes.

1.2.2 The primary objectives of the Outline CTMP are as follows:

[1] Formally Highways England April 2015 – August 2021

- ensuring the movement of people and materials in a safe, efficient, timely, and sustainable manner;
- keep construction traffic to a minimum during peak network periods to reduce the impact on the highway network;
- ensure that effects and disruption on local communities is minimised;
- minimise vehicle trips where possible; and
- limit the impacts on the natural and built environment.

1.2.3 The **draft Development Consent Order (DCO)** (Document Ref: 3.1) includes a requirement to submit a stage specific CTMP (which accords with the Outline CTMP) for approval by WSCC and consultation with the relevant planning authority and National Highways (where appropriate) before that stage can commence.

1.2.4 The stage specific CTMP will be developed prior to commencement of the relevant stage of works, but will be produced in accordance with the principles, objectives and guidance provided in this Outline CTMP.

1.2.5 The stage specific CTMP should contain details of:

- HGVs used during construction, including their routing which should avoid the Air Quality Management Area in Cowfold and the A24 through Findon wherever possible;
- management of junctions and crossings of the public highway; and
- measures for laying cables in the highway by either single lane control or short road closure depending on the location.

1.2.6 This Outline CTMP interfaces with the following documents accompanying the DCO Application and should be read in conjunction with:

- the **Outline Construction Workforce Travel Plan** (Document Reference: 7.7) which outlines measures to mitigate and manage effects on the local transport network which may be caused by the daily movement of the construction workforce;
- The **Outline Public Rights of Way Management Plan (PRoWMP)** (Document Reference: 7.8) which sets out the scale and nature of these effects together with an outline management strategy to help minimise disruption to PRoW users.
- **Commitments Register** (Document Reference: 7.22) which contains the embedded environmental measures associated with the Proposed Development;
- **Appendix 4.1: Crossing schedule, Volume 4** of the ES (Document Reference: 6.4.4.1) which sets out all crossings associated with the Proposed Development;
- **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23);

- **Appendix 23.1, Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.1) which sets out the specific routes required for Abnormal Indivisible Loads (AILs) and the mitigation required including Swept Path Assessments (SPAs) at identified pinch points; and
- **Appendix 23.2: Traffic Generation Technical Note, Volume 4** of the ES (Document Reference: 6.4.23.2) which sets out the detailed construction traffic generation methodology, assumptions, materials required and other matters that have informed the construction traffic generation output.

1.2.7 The remainder of this Outline CTMP is set out as follows:

- **Section 2: Stakeholder consultation and engagement to-date**;
- **Section 3: The onshore elements of the Proposed Development** – sets out the description of the onshore elements of the Proposed Development and the components and vehicles that will be used to inform the Outline CTMP;
- **Section 4: Proposed Access Strategy** – sets out the Access Strategy proposed during the construction phase of the Proposed Development;
- **Section 5: HGV Access Strategy** – sets out the construction HGV Access Strategy;
- **Section 6: LGV Access Strategy** – sets out the construction LGV Access Strategy;
- **Section 7**: **Crossing Schedule** – sets out how the onshore cable corridor crosses the highway and rail network;
- **Section 8**: **Potential Mitigation Strategies** – summarises the proposed measures to manage LGV and HGV movements during the construction;
- **Section 9**: **Management of the CTMP and enforcement** – sets out the proposed management and enforcement structure for the CTMP;
- **Section 10**: **Glossary of terms and abbreviations**;
- **Section 11**: **References**;
- **Appendix A**: **Proforma**; and
- **Appendix B**: **Figures**.

2. Stakeholder Consultation and Engagement to-date

2.1 Introduction

2.1.1 This section outlines the stakeholder consultation and engagement that has taken place since 2020 to inform this Outline CTMP. The stakeholders will continue to be consulted in preparation of the stage specific CTMP, as well as any other landowners, authorities or councils as relevant.

2.2 Scoping Report

2.2.1 RED submitted a Scoping Report (RED, 2020) and request for a Scoping Opinion to the Secretary of State (SoS) (administered by the Planning Inspectorate) on 2 July 2020. A Scoping Opinion was received on 11 August 2020 (Planning Inspectorate, 2020). The Scoping Report (RED, 2020) set out the proposed transport assessment methodologies, outline of the baseline data collected to date and proposed, and the scope of the environmental assessment. Planning Inspectorate comment ID number 5.6.8 of the Scoping Opinion (Planning Inspectorate, 2020) sets out:

> *"The Inspectorate welcomes the commitment to produce a CTMP, Abnormal Indivisible Load (AIL) (AIL, Appendix 23.3, Volume 4) access study and Public Rights of Way Management Plan (PROWMP, Appendix 23.2, Volume 4). Drafts of these documents should be provided with the DCO Application. It should be clear how the implementation of such plans would be secured in the DCO and the Applicant should consider how this plan would interact with the COCP and other relevant plans"*

2.3 Evidence Plan Process (EPP)

Overview

2.3.1 The Evidence Plan Process (EPP) has been set up to provide a formal, non-legally binding, independently chaired forum to agree the scope of the EIA and Habitats Regulations Assessment (HRA), and the evidence required to support the DCO Application. The EPP commenced in January 2020 and has continued throughout the EIA helping to inform the ES.

2.3.2 For transport, further engagement has been undertaken via the EPP Expert Topic Group (ETG) 'Traffic, Air Quality, Noise, Health and Socio-economics' meetings alongside additional meetings with specific stakeholders such as West Sussex County Council (WSCC) and National Highways (NH).

27 October 2020

2.3.3 Initial details of the emerging access strategy underpinning the Outline CTMP were presented to key stakeholders as part of the Evidence Plan Process (EPP) Expert Topic Group (ETG) 'Traffic, Air Quality, Noise, Health and Socio-economics' meeting held via a conference call on the 27 October 2020. The conference call was attended by the following stakeholders:

- WSCC;
- Highways England (now National Highways);
- South Downs National Park Authority (SDNPA);
- Arun District Council;
- Mid Sussex District Council; and
- East Sussex County Council.

2.3.4 The transport section of the ETG meeting covered the scope of the transport assessment, the baseline data, and accompanying assessments to be used to undertake the assessment, proposed environmental measures, proposed HGV access proposals and the assessment methodology. The engagement also presented the proposed approach to address the Scoping Opinion (Planning Inspectorate, 2020) comments detailed in **Table 23-3** in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23). An outline of the approach to the following documents was covered in the presentation and discussions:

- Transport chapter in the Environmental Impact Assessment (EIA);
- Outline Construction Traffic Management Plan;
- Outline Public Right of Way Management Plan; and
- AIL Assessment; and
- Traffic data collection.

2.3.5 Key discussion points in relation to transport during this meeting was to learn the lessons of Rampion 1 and to produce a schedule of transport infrastructure to be crossed by the onshore cable corridor. This has been addressed within this Outline CTMP with full schedules presented in **Section 6**.

2.3.6 SDNPA also raised at the ETG meeting that the CTMP should include construction staff movements as well as HGVs and that the CTMP should include an approach to enforcement of HGV routes. This has been addressed in the ES chapter assessments where environmental assessment of the impacts of staff movements and HGVs has been included. This Outline CTMP sets out the routing proposed for HGVs, as well as details on staffing required and how this is proposed to be addressed during the construction phase.

16 March 2021

2.3.7 A second ETG meeting was held for Traffic, Air Quality, Noise and Socio-economics on 16 March 2021 with the same key stakeholders as the meeting in

October 2020. The transport section of the ETG meeting covered an update on baseline data, consultation progress, construction traffic generation, public rights of way (PRoW) impacts, the Outline CTMP, the Abnormal Indivisible Load (AIL) assessment (**Appendix 23.1: Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.2)) and some of the initial findings of the environmental assessment.

2.3.8 Key discussion points raised at the ETG meeting on 16 March 2021 were as follows:

- HGV construction route enforcement;
- locations of Highways Links assessed as part of the transport assessment at PEIR stage;
- time restrictions for construction traffic;
- helicopters and use during the construction phase;
- interactions with the proposed A27 Arundel Bypass project;
- horizontal directional drill (HDD) proposals in relation to the Strategic Road Network (SRN);
- additional speed surveys to inform access visibility requirements; and
- AILs during the decommissioning phase.

2.3.9 HGV construction route enforcement has been addressed within this Outline CTMP and is included within embedded environmental measures C-157, C-158 and C-159 (set out in the **Commitments Register** (Document Reference: 7.22)). This has become a requirement of the DCO following discussion with WSCC and NH. This Outline CTMP includes details on timings on the local highways network for all construction vehicles including HGVs as well as HDD proposals, contractors will be required to comply as set out in **Section 9**. The document also sets out the initial considerations and details on visibility splays (**Section 3**) at the proposed accesses. Visibility splays are areas of clear visibility required from a point an “x distance” back from the give way line.

25 November 2022

2.3.10 The third ETG meeting was held for traffic and socio-economics stakeholders on 25 November 2022. Key stakeholders were present including WSCC, NH and SDNPA.

2.3.11 A project update was provided to stakeholders including regarding the alternatives and modifications assessed within the Preliminary Environmental Information Report (PEIR, 2021) Supplementary Information Report (SIR) (RED, 2022) as part of RED’s second Statutory Consultation exercise (October to November 2022). It was also noted that the Oakendene substation had now been selected by RED.

2.3.12 A review of the Section 42 comments received from Rampion 2’s second Statutory Consultation exercise (October to November 2022), and progression of subsequent actions, was also provided, as well as a summary of publication of the PEIR and PEIR SIR reports (RED, 2021; 2022) and associated traffic counts.

2.3.13 Clarification was sought by the South Downs National Park Authority (SDNPA) regarding certain impacts on the South Downs National Park (SDNP), for example in relation to inter-site trips: it was clarified that these would be covered as part of the ES.

2.3.14 An update in regards to surveys was provided at the meeting confirming that since November 2021 automatic traffic counter (ATC) surveys had been undertaken in April / May 2022 at a further four locations including:

- Ferry Road;
- Long Furlong;
- A283; and
- B2118

2.3.15 It was confirmed at the meeting that Crossbush Lane had not been surveyed as the area was not expected to be impacted by the Proposed Development.

2.3.16 It was confirmed that an Outline Travel Plan would be prepared as part of the DCO Application submission and that further information would be provided in the ES in relation to access and visibility, including road safety audits and speed assessments.

21 February 2023

2.3.17 A fourth ETG meeting for traffic and socio-economics was held on 21 February 2023. Attendance of key stakeholders was similar to that of the meeting held in November 2022.

2.3.18 The transport section of the fourth ETG included an update on Rampion 2's second Statutory Consultation exercise (October to November 2022) including a review of comments received with respect to the PEIR SIR (RED, 2022). In addition, an update on the consultation process was provided, together with details on the preparation of the documents which would accompany the ES chapter within the DCO Application submission. It was outlined and agreed that the Traffic Generation Technical Note (**Appendix 23.2: Traffic Generation Technical Note, Volume 4** of the ES (Document Reference: 6.4.23.2) would include a level of detail considered to be proportionate to the volume of traffic predicted to be generated by the Proposed Development.

2.3.19 A request was made by SDNPA for further detail with regards to the port chosen to transport materials offshore; it was confirmed by RED that, at the time of the meeting, there was not a named port, and that one might not be included at the time of DCO Application submission. However, it was confirmed that the TGTN would include details of traffic to and from the port, depending on the level of detail available by the time of the DCO Application submission.

19 April 2023

2.3.20 On 19 April 2023, a follow-up meeting to expand upon issues raised in the February 2023 ETG was held via Microsoft Teams, attended by representatives from WSCC and NH.

2.3.21 WSCC and NH provided feedback with regards to a number of proposed accesses to be used during construction and/or operation and maintenance. These included accesses at Michelgrove Lane, Longfurlong Lane and Tolmare Farm, all on the A280 Long Furlong. Stakeholders raised potential issues with large and / or slow-moving traffic using the accesses, particularly during the construction phase. In response, RED stated that further work would be undertaken to verify whether access use could be rationalised in cases where several accesses exist in close proximity.

2.3.22 In order to facilitate the detailed design of proposed accesses, as well as the targeted assessment of impacts, consultees also requested further information about accesses' usage, particularly during the construction phase. RED proposed to provide further information based on which accesses would be the most heavily used during the construction phase.

2.3.23 Speed surveys, road safety audits (RSAs) and Walking, Cycling and Horse-Riding Assessment and Reviews (WCHARs) were also discussed. It was agreed to assess the proposed usage and characteristics of the accesses in order to inform the potential need for the various surveys at each location.

2.3.24 Previously agreement had been reached to use traffic data for a 5-year period. WSCC confirmed they were satisfied that this could include years during the COVID-19 pandemic related restrictions, however NH stated that the 5 years should exclude COVID-19 pandemic years. It was agreed that, in view of the extensive accident analysis already undertaken, targeted analysis for a further two-year period in proximity only of the proposed accesses would also be undertaken.

2.3.25 Stakeholders noted that the temporary construction compound site at Washington was proposed to be accessed from the inside of a bend. RED took note of this feedback, and confirmed this would be considered as part of the detailed design of the access.

20 June 2023

2.3.26 On 20 June 2023, a further ETG meeting was held via Microsoft Teams, attended by representatives including from WSCC and NH.

2.3.27 During this call, attendees were updated regarding progress on the application and the transport technical documents.

13 July 2023

2.3.28 On 13 July 2023, a targeted meeting was held with attendees from NH, SDNPA and WSCC.

2.3.29 Items discussed included progress made on the application, the transport technical documents, and the design of accesses.

20 July 2023

2.3.30 On 20 July 2023, a targeted meeting was held with attendees from NH, SDNPA and WSCC.

2.3.31 Items discussed included progress made on the application and its likely submission date, together with when the transport documents would be made available for review by consultees. Further discussion was held around speed surveys, visibility splays and road safety audits (RSAs).

2.4 Non-statutory consultation and further engagement

Non-statutory consultation exercise – January / February 2021

2.4.1 RED carried out a consultation exercise for a period of four weeks from 14 January 2021 to 11 February 2021. This exercise aimed to engage with a range of stakeholders including the prescribed and non-prescribed consultation bodies, local authorities, Parish Councils, and general public with a view to introducing the Proposed Development and seeking early feedback on the emerging designs. One of the key themes from the non-statutory consultation exercise relating to the Outline CTMP was the need for traffic management during the construction phase and the capacity of the local roads. Capacity of local roads has been assessed within **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) and junction capacity assessments were not deemed to be required by WSCC due to the negligible uplift in traffic at junctions.

West Sussex County Council (WSCC)

2.4.2 Following the non-statutory consultation exercise in February 2021, further engagement with WSCC was carried out in relation to local roads regarding specific issues related to access design and the use of the Design Manual for Road and Bridges (DMRB) to inform the following:

- access design;
- types of accesses;
- permanent operational accesses; and
- visibility requirements.

2.4.3 Details on access design and visibility requirements have been included in **Section 3** and **Section 4** sets out the details of the differing type of accesses associated with the Proposed Development.

National Highways

2.4.4 Engagement has also been undertaken with National Highways (NH) with regards to the Strategic Road Network (SRN) on a range of topics. The key discussions in relation to the Outline CTMP have focused on the avoidance of direct effects on the SRN by limiting or avoiding new accesses to the network and the use of trenchless construction methods (for example HDD) to avoid the need for traffic management on the SRN. This Outline CTMP shows that NH comments have been addressed in that there are no new accesses proposed to the SRN and the SRN will be crossed by HDD so there are no surface impacts of the Proposed Development on the SRN.

2.4.5 The A27 Arundel Bypass is being promoted by NH. With no direct impacts of onshore elements of the Proposed Development across the proposed route of the A27 Arundel Bypass, the only effects of the onshore elements of the Proposed Development on the bypass will be the additional traffic generated during the construction phase. The Department for Transport (DfT) has confirmed that the A27 Arundel Bypass scheme will be deferred to Road Investment Strategy (RIS3) (covering 2025 to 2030) to allow time for stakeholders' views to be fully considered. The A27 Arundel Bypass therefore is not part of the baseline assessment but has been considered as part of the wider highway context.

2.5 Stakeholder Feedback

2.5.1 The consultation and engagement feedback provided by the key stakeholders outlined above has informed the need for an Outline CTMP to accompany the DCO Application and helped inform this document.

3. The onshore elements of the Proposed Development

3.1 Introduction

3.1.1 The onshore elements of the Proposed Development will include the construction of an onshore cable corridor from landfall at Climping to a new onshore substation, at Oakendene near Cowfold, that will connect to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables and additional infrastructure at the existing National Grid Bolney substation to connect Rampion 2 to the National Grid electrical network.

3.1.2 **Figure 7.6.1, Appendix B** sets out the onshore part of the proposed DCO Order Limits that has defined the scope of the Outline CTMP. The proposed DCO Order Limits includes for all the specific elements outlined of the onshore elements of the Proposed Development including temporary construction and operational accesses.

3.1.3 A full overview of the onshore elements of the Proposed Development are outlined in **Chapter 4: The Proposed Development, Volume 2** of the ES (Document Reference: 6.2.4).

3.2 Landfall

3.2.1 A landfall site is required at Climping. This will be accessed from Ferry Road by HGV and LGV traffic during both the Construction and Operational phases.

3.3 Onshore cable corridor

3.3.1 The onshore cable corridor will cover an approximate distance of 38.8km and the cable circuits will be buried along its entire length. For construction purposes, a nominal working width of up to 40m will be required for a majority of the onshore cable corridor, with some larger working areas required at key areas while constraints may restrict the working width in other areas.

3.3.2 The onshore cable corridor commences at landfall and then crosses under the A259, rail network and River Arun via trenchless crossing before also crossing by trenchless method under the A27 near Crossbush. From here the onshore cable corridor will head northeast across the South Downs to Washington, West Sussex and under the A24 and A283 via a trenchless crossing. The onshore cable corridor continues northeast through a rural area and to new onshore substation at Oakendene, that will connect to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables Additional infrastructure at the existing National Grid Bolney substation is required to connect Proposed Development to the National Grid electrical network.

3.3.3 The onshore cable corridor has numerous crossings of roads including Ferry Road, A259, A284, A27, A24, A283, Chanctonbury Ring Road, Spithandle Lane,

B2135, B2116, A281, King's Lane, Kent Street, and Wineham Lane. There is also one crossing of the River Arun and two crossings of the National Rail network west of Littlehampton and Wick. The onshore cable will be installed by trenchless crossing (e.g. HDD) to avoid major roads at specific locations, operating railway lines and watercourses. Details of the highways crossings are included in **Appendix 4.1: Crossing schedule, Volume 4** of the ES (Document Reference: 6.4.4.1).

3.4 Onshore substation and extension to the existing National Grid Bolney substation

3.4.1 The Proposed Development includes a new onshore substation, at Oakendene near Cowfold, that will connect to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables; and additional infrastructure at the existing National Grid Bolney substation to connect Rampion 2 to the National Grid electrical network.

3.5 Temporary Construction Compounds

3.5.1 A number of temporary construction compounds (TCCs) will be required in support of the construction of the onshore elements of the Proposed Development. TCCs will store materials and plant as well as form a base for traffic travelling to and from the various construction site locations. The three TCCs which are serving the onshore elements of the Proposed Development are as follows:

- Climping compound, off Church Lane;
- Washington compound, north of Washington, West Sussex (accessed from A283); and
- Oakendene west compound, west of the Oakendene Industrial Estate (accessed from A272).

3.5.2 There are also two additional construction compounds associated with the new onshore substation at Oakendene and the extension works at the existing National Grid Bolney substation. All five TCC locations are shown in **Figure 7.6.2.**

3.6 Construction phase

3.6.1 The construction of the onshore elements of the Proposed Development is proposed to occur over an approximate four-year construction programme.

3.6.2 During the construction phase, there will be several stages of onshore works and some of these will have effects on differing elements of the highways network at differing times. It is estimated that the peak of construction works will occur in 2026/2027 as set out in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23).

3.6.3 This comprises the onshore elements of the Proposed Development being built out in a single phase and all components built simultaneously, or overlapping across multiple components. Onshore construction works could result in a minimum duration of approximately 3.5 years allocated for the onshore substation

(circa 3 years) and trenchless crossing compounds (circa 3.5 years) across an approximately 4.5 year period, although activities may be spatially distinct and will be preceded by pre-construction activities such as borehole investigations at trenchless crossing locations.

3.6.4 As outlined in the **Chapter 4: The Proposed Development, Volume 2** of the ES (Document Reference: 6.2.4) and **Outline Code of Construction Practice** (Document Reference: 7.2), indicative core working hours for the construction work and any construction-related traffic movements to or from onshore elements of the Proposed Development are as follows:

- 07:00 to 19:00 hours Monday to Friday;
- 08:00 to 13:00 hours on Saturday; and
- No activity outside of these indicative hours, including on Sundays, public holidays, or bank holidays, apart from under the following circumstances:
  - where continuous periods (up to 24 hours, 7 days per week) of construction work are required for HDD[2];
  - for other works requiring extended working hours such as concrete pouring which will require the relevant planning authority to be notified at least 72 hours in advance;
  - for the delivery of abnormal loads to the connection works, which may cause congestion on the local road network, and will require the relevant highway authority to be notified at least 72 hours in advance; or
  - as otherwise agreed in writing with the relevant planning authority.

3.7 Operation and maintenance phase

3.7.1 This is an Outline CTMP which is focused on the construction phase only and although mentioned, no operation and maintenance effects are included.

3.8 Decommissioning phase

3.8.1 The operational lifetime of the Proposed Development is assumed to be around 30 years. A decommissioning plan and programme will be developed prior to construction and updated during operation of Proposed Development to account for any changes to decommissioning best-practice and developments in technology.

3.8.2 The decommissioning phase is anticipated to involve the removal of offshore infrastructure above the seabed, the removal and reinstatement of the Oakendene substation site and the extension to Bolney. The onshore cable will be left in situ during the decommissioning phase. The decommissioning works are likely to be undertaken in reverse to the sequence of construction works and involve similar levels of equipment but much reduced numbers of vehicles for decommissioning.

[2] HDD is a continuous activity and cannot be paused once started.

Further detail will be provided in a Decommissioning Plan which will be prepared in advance of the decommissioning works.

3.9 Outline CTMP Study Area

3.9.1 The Study Area in the Outline CTMP covers that presented in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23). The Study Area is outlined as **Figure 7.6.3, Appendix B**.

3.9.2 The spatial scope of the Outline CTMP is based on the most probable routes for construction traffic generated by the onshore elements of the Proposed Development. The construction traffic generated covers the movement of deliveries, equipment and of construction staff. Identification of most probable construction routes takes into consideration the following:

- restrictions such as weight and height limits;
- advisory HGV routes as identified in the West Sussex Transport Plan 2022-2036 (WSCC 2011); and
- suitability of routes based on a review of road types and widths.

3.9.3 The Study Area includes for roads operated and maintained by WSCC and National Highways as local and strategic road authorities.

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4. Proposed Access Strategy

4.1 Overview

4.1.1 During the construction phase of the onshore elements of the Proposed Development, temporary construction access will be required both onto and from the public highway network. There will also be a requirement for permanent access during the operation and maintenance phase to allow routine maintenance and inspection of the onshore elements of the Proposed Development. The management of accesses used during the construction phase are covered within this Outline CTMP.

4.1.2 Different temporary construction and operational access designs are proposed across the onshore elements of the Proposed Development which will reflect the volume of movements as well as the physical size of the vehicles anticipated to use the respective access points. The construction phase access points will not all be accesses that will attract significant amounts of traffic.

4.1.3 Therefore, there are two types of construction access, “Construction Accesses” and “Light Construction Accesses.” The Construction Accesses provide access to trenchless crossing (e.g. HDD) sites, onshore cable sites, TCCs, the new Oakendene onshore substation, existing National Grid Bolney substation extension works and the landfall site and will need to be operational for longer periods of time with more significant numbers of arrivals and departures over the construction phase.

4.1.4 The Light Construction Accesses will only need to be accessed by a small number of light construction vehicles (usually no larger than vans and light goods vehicles) during the construction phase. Light construction accesses will be to work sites where only minor construction works are needed such as access to fields to monitor the direction of trenchless crossing drilling.

4.1.5 It should also be noted that some construction access types are also locations where permanent access is required for a maintenance right. To this end, there are four types of temporary construction accesses required for the onshore elements of the Proposed Development which are as follows:

- temporary construction access only - for all types of construction traffic;
- temporary construction and operational access – a temporary construction access for all types of construction traffic with future operational use;
- light temporary construction access only;
- light temporary construction and operational access – a temporary construction access with light construction vehicles only with future operational use; and

4.1.6 There are an additional 21 accesses which will be included for operational access only. Operational accesses will provide access to the onshore elements of the Proposed Development for maintenance during the operational phase. As these

operational accesses will not be used during the construction phase, they are referenced but not considered further in this Outline CTMP.

4.1.7 On this basis, it is not appropriate to have a single standard of access arrangement for the different access types. Therefore, a proposed hierarchy of temporary construction access designs has been developed, details of which are set out in **Section 4.3** onwards.

4.1.8 It is also noted that, as set out in **Table 4-1** below, certain routes are identified for use by light construction vehicles specifically, while others can be used by all construction vehicles.

4.2 Location of proposed temporary construction and operational accesses

4.2.1 During the construction phase, temporary construction and operational access is required across the onshore elements of the Proposed Development which spans a large geographical area across West Sussex. Temporary construction and operational access will be from a range of A, B and C/Unclassified roads as appropriate to provide access to all locations of the onshore elements of the Proposed Development. **Figure 7.6.4, Appendix B** shows all temporary operational and construction access locations. **Table 4-1** sets each of the temporary construction and operational accesses including identification (ID) numbers, the type of access required, whether it is new or existing and grid reference. The visibility splays for each access are outlined in **Section 4.8**.

Table 4-1 Temporary construction and operational accesses

Access ID*	Type of access	New / Existing	Grid Reference
A-01	Construction & operational	Existing	50.80732, -0.56318
A-02	Light construction	Existing	50.80788, -0.5603
A-03	Light construction	Existing	50.80804, -0.56773
A-04	Operational	Existing	50.80684, -0.57485
A-05	Construction & operational	New	50.81069, -0.57675
A-06	Operational	Existing	50.81141, -0.57712
A-08	Light construction	Existing	50.8178, -0.55939
A-09	Construction & operational	Existing	50.81842, -0.55905

Access ID*	Type of access	New / Existing	Grid Reference
A-10	Operational	Existing	50.82006, -0.55775
A-11	Operational	Existing	50.83099, -0.54532
A-12	Construction	New	50.83135, -0.54536
A-13	Construction & operation	Existing	50.83099, -0.54513
A-14	Light construction & operational	Existing	50.83332, -0.54073
A-15	Construction & operational	Existing	50.83239, -0.53848
A-16	Construction & operational	New	50.83254, -0.53772
A-17	Operational	Existing	50.8382, -0.51546
A-18	Operational	Existing	50.8382, -0.51535
A-20	Light Construction	Existing	50.84103, -0.49522
A-21	Construction	New	50.84179, -0.49237
A-22	Construction	Existing	50.84143, -0.48742
A-23	Operational	Existing	50.84147, -0.48595
A-24	Light construction & operational	Existing	50.84343, -0.47936
A-25	Light construction & operational	Existing	50.85594, -0.51543
A-26	Construction & operational	Existing	50.85482, -0.44965
A-27	Operational	Existing	50.863192410449884, -0.4478784667599155
A-28	Construction	Existing	50.86838, -0.42352
A-29	Operational	Existing	50.87716, -0.41031

Access ID*	Type of access	New / Existing	Grid Reference
A-30	Operational	Existing	50.90498, -0.44822
A-31	Operational	Existing	50.90631, -0.4387
A-32	Operational	Existing	50.9126, -0.42823
A-33	Construction	New	50.91176, -0.42453
A-34	Operational	Existing	50.91046, -0.41773
A-35	Construction	New	50.91036, -0.41521
A-36	Operational	Existing	50.90445, -0.4125
A-37	Light construction	New	50.90577, -0.40732
A-38	Light construction	Existing	50.90673, -0.40546
A-39	Construction & operational	Existing	50.90613, -0.40214
A-40	Construction & operational	Existing	50.90673, -0.39651
A-41	Construction & operational	Existing	50.909, -0.38736
A-42	Construction & operational	Existing	50.90971, -0.37919
A-43	Construction & operational	Existing	50.90961, -0.36387
A-43a	Construction	Existing	50.91072, -0.36418
A-43b	Operational	Existing	50.91079, -0.36433
A-44	Operational	Existing	50.92003, -0.35335
A-45	Operational	Existing	50.92166, -0.34693
A-46	Light construction & operational	New	50.92419, -0.33472
A-47	Construction & operational	Existing	50.9221, -0.32463

Access ID*	Type of access	New / Existing	Grid Reference
A-48	Construction & operational	Existing	50.9336, -0.32152
A-49	Light construction & operational	Existing	50.94145, -0.31486
A-50	Construction & operational	Existing	50.94791, -0.3065
A-50a	Construction	Existing	50.94767, -0.30563
A-50b	Operational	Existing	50.94772, -0.30546
A-51	Operational	Existing	50.95324, -0.30743
A-52	Construction & operational	Existing	50.95594, -0.28367
A-53	Construction	Existing	50.96157, -0.29701
A-54	Operational	Existing	50.96072, -0.29179
A-55	Operational	Existing	50.96056, -0.28852
A-56	Construction & operational	Existing	50.96761, -0.27975
A-57	Construction & operational	Existing	50.96873, -0.27936
A-58	Operational	Existing	50.97862, -0.27852
A-59	Operational	Existing	50.98008, -0.25061
A-60	Operational	Existing	50.98064, -0.25009
A-61	Construction & operational	New	50.98494, -0.24674
A-62	Construction	Existing	50.98957, -0.25742
A-63	Construction & operational	New	50.99104, -0.24763
A-64	Construction & operational	Existing	50.98917, -0.24653
A-65	Operational	Existing	50.98235, -0.23342
A-66	Light construction & operational	New	50.98069, -0.2348
A-67	Construction & operational	Existing	50.98023, -0.23523
A-68	Construction	Existing	50.97613, -0.23849
A-69	Operational	Existing	50.97571, -0.23872

*The accesses on the list in the table are not consecutive as some accesses previously identified have been removed as the Proposed Development design has been refined.

4.2.2 In developing the temporary construction access strategy, a balance has been struck between the need to access each construction location, and over-provision of new accesses onto the highway network, and/or providing numerous accesses onto the same section of road. To satisfactorily address this requirement, a haul road is proposed along large sections of the cable corridor, linking numerous construction sites, particularly over the South Downs where access is restricted.

4.2.3 The temporary construction and operational access designs differ dependent on the construction activity and the type and size of vehicle requiring access, further details of which are provided in **Section 4.3**.

4.3 Standard temporary construction and operational access design / hierarchy

4.3.1 The design of the accesses to the onshore elements of the Proposed Development has developed in line with stakeholder consultation and a better understanding of the number of movements that will use each temporary construction access and the size of the vehicles that will be use them. This has enabled a final identification of the four types of temporary construction access (**paragraph 4.1.5**) considered appropriate for each access point. Access designs will be implemented to provide temporary construction access points of appropriate size and standard. A brief overview of each temporary construction access type is provided further in **Section 4.4** onwards.

4.4 Temporary construction accesses

4.4.1 Temporary construction accesses will be designed to follow standard construction practice (DMRB) and to meet the relevant WSCC requirements as detailed in the following Section. The specific access arrangements for temporary construction accesses have been discussed with WSCC for the local highway network, so that detailed measures at each access can be agreed in the stage specific CTMP. All vehicle types will be able to use this access.

4.4.2 Following discussions with WSCC in the development of this Outline CTMP (set out in **Section 2**), agreement has been reached for temporary construction access requirements for the use of existing tracks / farm accesses and where access is taken from the end of the publicly maintainable highway (before it becomes a private road / access). Details of temporary construction access requirements which have been discussed with WSCC are as follows:

- Where it is proposed to use existing tracks / private farm accesses which are already provided with suitable visibility splays, no changes to the existing access layouts will be made but the access will be supplemented with traffic management and signage.
- Where it is proposed to use 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 Figure 3.3 (Standards

for Highways, 2021)). At this stage, these visibility splays have been provided to design standards for the speed limit of the road and not aligned to DMRB CD123 Figure 3.3 “Direct Accesses” (Standards for Highways, 2021).

- Where it is proposed to use an existing field gate access or farm tracks where there are no existing visibility splays or where visibility splays are not appropriate (for example for ecological reasons such as the presence of woodlands) then these will be managed though traffic management. There are two temporary construction accesses in this category and these are the only locations where temporary speed limit reductions will be considered.
- Where temporary construction access is taken from the end of a highway leading directly into a private farm track there will not be a need for a visibility splay.
- Where a new temporary construction access is proposed, a standard bell mouth access design appropriate to the vehicles using it will be used with implementation of a visibility splay appropriate expected vehicles speeds.
- Post-construction temporary construction accesses will be removed or reinstated to existing layouts / condition.

4.4.3 Temporary construction accesses have been appraised though a desktop review and site visit. An overview of the temporary construction accesses and their locations are provided in an access proforma included within **Appendix A**. There are 11 temporary construction accesses for all types of vehicle included in the Proposed Development.

4.5 Temporary construction and operational accesses

4.5.1 There is one access, A-63 at the onshore substation, that will be newly built for construction and retained as an operational access. This will be designed to the same standards as detailed in **Section 4.4** and post-construction some or all elements of the access design will be retained, to enable access during the operation and maintenance phase. All vehicle types will use this access during construction phase.

4.5.2 Temporary construction and operational accesses have been appraised though a desktop review and an overview of the temporary construction and operational accesses and their locations are provided in an access proforma included within in **Appendix A**. There are 22 temporary construction and operational accesses included in the Proposed Development. It is noted any works undertaken to facilitate improvements for temporary construction access will be removed and the land reinstated, except in the instance of A-63.

4.6 Temporary light construction accesses

4.6.1 Where less intensive site work related to the proposed infrastructure is being undertaken as part of the onshore elements of the Proposed Development, light temporary construction access designs will be implemented. Following engagement with WSCC, agreement has been reached for the provision of light temporary construction accesses. WSCC has agreed:

- light temporary construction accesses are where access is needed for smaller light vehicles such as the occasional van for workers to check progress of trenchless crossing (e.g., HDD), there is no requirement to implement visibility splays as these are likely to be rarely used; and
- for light temporary construction accesses where access is taken from the end of a highway leading directly into a private farm track there will not be a need for a visibility splay.

4.6.2 Post-construction these light temporary construction accesses will be removed or reinstated to existing layouts / condition.

4.6.3 There are six light construction access included in the Proposed Development.

4.7 Temporary light construction and operational accesses

4.7.1 Light temporary construction accesses with a requirement for future operational use will be designed to the same standards as light temporary construction accesses as detailed in **Section 4.6**. Post-construction some or all elements of the access design will be retained to provide access during the operation and maintenance phase of the Proposed Development. There are six light temporary construction and operational accesses included in the Proposed Development.

4.8 Proposed DCO Order Limits and visibility standards

4.8.1 Each of the identified temporary construction and operational accesses has been included in the proposed DCO Order Limits. The proposed DCO Order Limits includes access tracks to the adopted public highway with an allowance for a temporary construction access as well as any required visibility splays, so that any clearance required to achieve these splays can be undertaken. It is assumed that coppicing of hedgerows that may be required to facilitate temporary construction accesses can be achieved from the carriageway under traffic management as with standard farm hedgerow maintenance.

4.8.2 The visibility splays applied have been based on the guidance and standards set out the in DMRB (Standards for Highways 2020 and 2021) and **Table 4-2**. Within the proposed DCO Order Limits, these visibility standards have been taken for the speed limit of the roads on which the temporary construction and operational accesses join thus providing a robust assessment.

4.8.3 **Table 4-2** sets out the stopping sight distances based on design speed of the road which are used to determine the visibility “y” distance. The “y” distance is the distance along the carriageway from the temporary construction and operational access in either direction that can be seen.

Table 4-2 Visibility standards

Design Speed of Road (Kph)	Signed Speed Limit of Road (Mph)	Visibility "y" distance (m)
50	20	70
60	30	90
70	40	120
85	50	160
100	60	215
120	70	295

4.8.4 The visibility splays included in the proposed DCO Order Limits include for an "x" distance (the setback distance from the edge of the existing carriageway) of 2.4m (Standards for Highways, 2021) and a "y" distance as set out in **Table 4-2** based on the speed limit of the road. These visibility splays have been provided for all temporary construction accesses.

4.8.5 **Table 4-3** below shows the visibility splay required for each of the accesses.

Table 4-3 Access Visibility Splays

Access	Type	Speed limit (mph)	"y" Distance (m) (based on speed limit)
A-01	Construction & operational	60	215
A-02	Light construction	60	215
A-03	Light construction	60	215
A-04	Operational	30	90
A-05	Construction & operational	40	120
A-06	Operational	40	120
A-08	Light construction	60	215
A-09	Construction & operation	60	215
A-10	Operational	60	215
A-11	Operational	30	90
A-12	Construction	30	90
A-13	Construction & operational	30	90

Access	Type	Speed limit (mph)	“y” Distance (m) (based on speed limit)
A-14	Light construction & operational	30	90
A-15	Construction & operational	30	90
A-16	Construction & operational	30	90
A-17	Operational	60	215
A-18	Operational	60	215
A-20	Light construction	70	295
A-21	Construction	70	295
A-22	Construction	70	295
A-23	Operational	30	90
A-24	Light construction & operational	30	90
A-25	Light construction & operational	30	90
A-26	Construction & operational	60	215
A-27	Operational	30	90
A-28	Construction	60	215
A-29	Operational	70	295
A-30	Operational	30	90
A-31	Operational	60	215
A-32	Operational	40	120
A-33	Construction	40	120
A-34	Operational	40	120
A-35	Construction	40	120
A-36	Operational	70	295
A-37	Light construction	30	90
A-38	Light construction	30	90
A-39	Construction & operational	50	160
A-40	Construction & operational	50	160

Access	Type	Speed limit (mph)	“y” Distance (m) (based on speed limit)
A-41	Construction & operational	50	160
A-42	Construction & operational	50	160
A-43	Construction & operational	30	90
A-44	Operational	40	120
A-45	Operational	40	120
A-46	Light construction & operational	40	120
A-47	Construction & operational	40	120
A-48	Construction & operational	30	90
A-49	Light construction & operational	60	215
A-50	Construction & operational	60	215
A-50a	Construction	60	215
A-50b	Operational	60	215
A-51	Operational	60	215
A-52	Construction & operational	40	120
A-53	Construction	40	120
A-54	Operational	40	120
A-55	Operational	40	120
A-56	Construction & operational	60	215
A-57	Construction & operational	60	215
A-58	Operational	60	215
A-59	Operational	60	215
A-60	Operational	60	215
A-61	Construction & operational	60	215
A-62	Construction	60	215
A-63	Construction & operational	60	215
A-64	Construction & operational	60	215

Access	Type	Speed limit (mph)	"y" Distance (m) (based on speed limit)
A-65	Operational	60	215
A-66	Light construction & operational	60	215
A-67	Construction & operational	60	215
A-68	Construction	60	215
A-69	Operational	60	215

4.9 Vehicle classification

4.9.1 A number of vehicle types will be used for the construction of the onshore elements of the Proposed Development. **Table 4-4** provides a list of the classification of vehicles required during construction of the onshore elements of the Proposed Development.

Table 4-4 Vehicle classifications

Light Goods Vehicles (LGVs)	Heavy Goods Vehicles (HGVs)
Car	Trucks > 7.5T, e.g. 40T tipper
Minibus	Grab Wagons
4x4 pick up	Flatbed HGV
Transit Type Van	Articulated HGVs
Mini HIAB (crane truck)	Crane
Tractor	AILs
Towed Elements	Excavator
All-Terrain Vehicles (ATVs)	2 or 2 axle truck with HIAB
	Concrete Mixers

4.9.2 The list of vehicle types provided in **Table 4-4** is not exhaustive and has been based on projects of a similar type / scale / complexity.

4.9.3 Construction machinery and onsite plant, vehicles and generator fuel tanks will be re-fuelled on site.

4.10 Abnormal Indivisible Loads

4.10.1 During the construction phase, there is a requirement for delivery of large loads to the onshore substation, for example transformers. These are Abnormal Indivisible Loads (AILs).

4.10.2 Given the breadth of assessment required, the movement of AILs has been presented and assessed in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) and **Appendix 23.1: Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.1).

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5. HGV Access Strategy

5.1 Introduction

5.1.1 The onshore elements of the Proposed Development require construction HGVs to access numerous site accesses within urban and rural environments. Both these environments have challenges to construction HGV access. Urban area HGV routes bring construction HGVs into high traffic volume areas which are used by pedestrians wishing to cross the carriageway where there may be highway safety issues. The rural environment has roads that are less suitable for HGV traffic such as single track roads or roads with poor visibility. To address potential limitations presented by both urban and rural HGV routing, an HGV Access Strategy has been developed within **Section 5.2** for implementation during the construction of the onshore elements of the Proposed Development.

5.2 HGV Access Strategy

5.2.1 To aid development of this HGV Access Strategy, two types of routes have been considered as follows:

- Strategic – The strategic element of this HGV Access Strategy uses the SRN which links the wider UK highway network with the transport study area for the onshore elements of the Proposed Development. The A27 and A23 are the key SRN routes taken into consideration in this HGV Access Strategy and these routes are operated by National Highways; and
- Local – Local elements of the HGV Access Strategy are A/B/C/Unclassified roads that link from the SRN to each of the proposed temporary construction and operational accesses. The local roads taken into consideration in this HGV Access Strategy are all public highways managed by WSCC ranging from A roads to single track rural roads.

5.2.2 Access to each of the temporary construction accesses will utilise strategic elements of the highways network as far as possible before routing onto the local highway network.

5.3 Strategic Road Network access

5.3.1 The A27 and A23 are two roads as part of the Strategic Road Network (SRN) that link the wider UK highways network to the study area and local roads. The A27 routes between Pevensey in East Sussex to Cosham, Portsmouth where the A27 becomes the M27. The A27 connects numerous coastal towns along the south coast as well as connecting the cities of Portsmouth and Brighton. Within the Study Area, the A27 has key junctions with the local road network at several locations:

- A27/A284 – access to areas west of Littlehampton;
- A27/A280 – access to Washington and the South Downs;

- A27/A24 – access to Washington and the South Downs;
- A27/A283 – access to Washington and the South Downs; and
- A27/A23 – access to areas west of the A23.

5.3.2 The A23 routes from the M23 south of Crawley to the A27 on the northern periphery of Brighton. Within the proposed development study area the A23 has junctions with two major roads including:

- A23/A27 – access to areas west of the A23; and
- A23/A272 – access to areas north of the South Downs.

5.3.3 From these two key strategic routes, there are four strategic access routes into the study area:

- A23 north strategic access route;
- A23 south strategic access route;
- A27 west strategic access route; and
- A27 east strategic access route.

5.3.4 The strategic access routes described are illustrated in **Figure 7.6.5, Appendix B**.

5.4 Local access

5.4.1 From the SRN are a series of access routes on local roads that would provide HGV access to the temporary construction accesses of the onshore elements of the Proposed Development.

5.4.2 These local access routes have been considered based on the following:

- height restrictions;
- weight restrictions;
- road classification;
- road layout;
- existing pedestrian crossing facilities;
- existing traffic calming measures;
- sensitive receptors adjacent to the public highway;
- visibility constraints;
- speed limits and traffic speeds;
- areas prone to congestion;
- significant changes in gradient; and
- presence vulnerable road users (pedestrians, cyclists, and equestrians).

5.4.3 Where some of these considerations exist on the several local access roads and they could not all be avoided the HGV Access Strategy has considered the routes with the least of these considerations which has informed the development of the HGV Access Strategy.

5.4.4 Based on the considerations outlined above, relevant embedded environmental measures outlined in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) and the **Commitments Register** (Document Reference: 7.22) have been incorporated into the routing of the onshore elements of the Proposed Development as follows:

- C-157 – The proposed HGV routing during the construction period to individual accesses will be developed to avoid major settlements such as Storrington, Cowfold, Steyning, Wineham, Henfield, Woodmancote and other smaller settlements where possible;
- C-158 – The proposed HGV routing during the construction period to individual accesses will avoid the Air Quality Management Area (AQMA) in Cowfold where possible;
- C-159 – The proposed HGV routing during the construction period to individual accesses will avoid the A24 through Findon as advised from the WSCC Freight Action Plan where possible;
- C-162 - Public Rights of Way (PRoWs) that cross the onshore cable corridor will be managed or diverted over the shortest distance possible with potential to provide adjacent crossings;
- C-163 - Public Rights of Way (PRoWs) condition surveys will be undertaken before, during and after the Construction phase. If damage has been identified during construction phase, the damage will be repaired. Post-construction, all PRoWs will be returned to their pre-construction condition;
- C-165 – Construction access will be provided with visibility splays designed to Design Manual for bridges (DMRB) design standards as agreed with West Sussex County Council (WSCC); and
- C-201 – Construction Traffic Management Plans (CTMP) will be developed in consultation with West Sussex County Council for stages of the works. These will be developed in accordance with the Outline CTMP and include the stage specific details for managing the impact of the construction traffic on the transport network.

5.4.5 The HGV Access Strategy considering all the local constraints, access locations requiring access and embedded environmental measures has identified three local HGV access routes which are shown in **Figure 7.6.6, Appendix B**.

5.4.6 The three local HGV access routes are set out in **Table 5-1**. The locations of the accesses are set out in **Section 3.2**. HGVs will be required to adhere to these routes wherever possible, with certain exceptions, for example, when materials are required to be delivered to accesses along a different route. This will also be incorporated into the CoCP.

Table 5-1 Local access routes

Local access route number	Route via local road network	Temporary construction and operational accesses served
Route 1	A27 - A284 - A259 - Ferry Road or Church Lane	A-01, A-05, A-09, A-12, A-13, A-15, A-16, A-20, A-21, A-22.
Route 2	A27 - A280 - A24 - A283- B2135 – B2116	A-26, A-27, A-28, A-33, A-39, A-40, A-41, A-42, A-43, A-47, A-48, A-50, A-53, , A-55.
Route 3	A23 - A272 - Wineham Lane or A272 - Kent Street or A272 - A281	A-52, A-56, A-57, A-61, A-62, A-63, A-64, A-67, A-68, A-69.

5.5 HGV local access routes issues / constraints

5.5.1 The local access routes encompass the HGV routes to be used between the onshore elements of the Proposed Development and the SRN. A number of common issues and constraints have been identified that are consistent across these routes and the mitigation proposed is set out in **Table 5-2** below.

Table 5-2 Issues and constraints management

No.	Issue / Constraint	Mitigation
1	Sensitive, built-up areas (villages, towns) to be avoided by temporary construction traffic due to impacts on congestion, highway safety and air and noise pollution.	The HGV Access Strategy and selection of temporary construction accesses, complemented with onsite haul roads so that several key settlements will be avoided by construction HGV traffic. These key settlements include Washington, Storrington, Findon, Littlehampton, Angmering, Steyning, Henfield, Woodmancote, Wineham, Partridge Green and Cowfold. Construction HGVs have also been routed in the HGV Access Strategy away from the AQMA in Cowfold as far as possible. *Embedded environmental measures:* C-157, C-158 and C-159 **Commitments Register** (Document Reference: 7.22)
2	Avoidance, if possible, of built-up areas to avoid conflict with parking areas,	The HGV Access Strategy and selection of temporary construction accesses, complimented with onsite temporary construction haul roads so that several key settlements will be avoided by significant construction HGV traffic. These key settlements include Washington, Storrington, Findon,

No.	Issue / Constraint	Mitigation
	local roads, and streetscapes.	Littlehampton, Angmering, Steyning, Henfield, Woodmancote, Wineham, Partridge Green and Cowfold. *Embedded environmental measures:* C-157, C-158 and C-159 **Commitments Register** (Document Reference: 7.22)
3	Avoidance of narrow rural roads.	The HGV Access Strategy has avoided the use of small single-track roads as much as possible. The only elements of single track roads required for construction HGV access are as follows: • Michelgrove Lane – access A-26; • Kent Street (South of A272) – accesses A-61 and A-64; • Wineham Lane (South of A272) – accesses A-67 and A-68; and • Spithandle Lane – access A-47.
4	Limited visibility at temporary construction access junctions.	Selected temporary construction accesses have a series of design options set out in **Section 4.3**. All access designs to be agreed with WSCC. *Embedded environmental measure:* C-165 **Commitments Register** (Document Reference: 7.22)
5	Impacts on pedestrian (PRoW), cyclist (National Cycle Network, Sustrans and local routes) and equestrians (local routes).	An **Outline Public Rights of Way Management Plan** (Document Reference: 7.8) has been prepared alongside **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23). The **Outline Public Rights of Way Management Plan** (Document Reference: 7.8) outlines the impacts on PRoW from the onshore elements of the Proposed Development and the mitigation proposals for helping to minimise / limit disruption to the users of PRoWs. *Embedded environmental measures:* C-162 and C-163 **Commitments Register** (Document Reference: 7.22)
6	Construction traffic impacts on capacity of junctions and links	The assessment of construction traffic generation of the onshore elements of the Proposed Development on 35 highways links has been set out in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23). The

No.	Issue / Constraint	Mitigation
	on the construction routes (SRN and local highway network).	environmental measures required to mitigate the impact of construction traffic are also provided. The traffic predictions in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) indicated low daily traffic flows across a majority of the links assessed and discussions with WSCC and NH identified no need for detailed junction assessment or the provision of a Transport Assessment for the DCO Application.

6. LGV Access Strategy

6.1 Introduction

6.1.1 The onshore elements of the Proposed Development will generate three types of construction light vehicle traffic as follows:

- LV construction staff traffic – direct to TCCs; and
- LGV construction deliveries – direct to TCCs; and
- LGV construction traffic – traffic from temporary construction compound locations to proposed construction work sites along the onshore cable corridor.

6.1.2 **Section 6** sets out how the light vehicle Access Strategy has been developed.

6.2 LV construction staff traffic

6.2.1 This element of the LV construction traffic generation will be comprised of staff travelling to and from their home / overnight accommodation to one of the TCCs to commence work for the day which will be required across the entire construction phase.

6.2.2 These trips to the TCCs will take place largely in private cars but some could be in work vans. Construction staff will gather in teams at the temporary construction compound and then, following sufficient work briefings and collection of materials/plant, they will travel to the relevant area of construction works related to the onshore cable corridor using minibus, work vans or other site/work related vehicles. This element is described in **Section 6.3** below and in more detail in the **Outline Construction Workforce Travel Plan** (Document Reference: 7.7).

6.2.3 It should be noted that the only exception to staff travelling into and out of TCCs will be those doing construction works at the onshore substation site. These staff will route directly to the onshore substation site and stay onsite for the workday before leaving at the end of the work and traveling home or to overnight accommodation.

6.3 LGV construction deliveries

6.3.1 This element of the LGV construction traffic generation will be comprised of deliveries by LGV directly to the TCCs or offshore port.

6.4 LGV staff traffic

6.4.1 This element of the light vehicle (LV) construction traffic generation will be comprised of construction staff leaving the TCCs and traveling in a site vehicle to a proposed work site along the onshore cable corridor for their workday and then returning to the temporary construction compound at the end of the day.

6.4.2 These trips will take place in Light Goods Vehicles (LGV) predominantly however trips may also be undertaken in 4X4 vehicles and private cars (for management staff).

6.5 LGV Access Strategy

LGV construction staff traffic

6.5.1 To aid development of the LGV Access Strategy, a prediction of the construction traffic generation of all onshore elements of the Proposed Development has been carried out. The construction traffic generation has been applied to the four year construction schedule. This has resulted in construction vehicle movement predictions per vehicle type on a weekly basis per access point, split into HGV and LGVs, the latter further split into construction staff vehicles and construction LGVs.

6.5.2 The detailed methodology and construction traffic calculations undertaken to inform this output are presented **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) and **Appendix 23.2: Traffic Generation Technical Note, Volume 4** of the ES (Document Reference: 6.4.23.2). **Appendix 23.2: Traffic Generation Technical Note, Volume 4** of the ES (Document Reference: 6.4.23.2) sets out the detailed construction traffic generation methodology, assumptions, materials required and other matters that have informed the construction traffic generation output.

6.5.3 To understand the routing of LGV construction traffic generated by the onshore elements of the Proposed Development, calculations were undertaken to derive a LGV construction traffic distribution for the various types of LGVs. The calculations comprised:

- LGV construction staff traffic – This has been calculated from journey to work data from the 2011 census for three local areas associated with the three sections of the onshore elements of the Proposed Development (outlined in **Section 1.1**). **Figure 7.6.7, Appendix B** sets out the locations of the three sections used to inform construction staff distribution;
- LGV construction delivery traffic – this also followed the same method as the LGV construction staff traffic, on the basis that suppliers were more likely to be small businesses and therefore follow the same spatial distributions as the census data; and
- LGV construction traffic – Understanding the most appropriate routes for LGV construction traffic between the TCCs and proposed works site temporary construction accesses along the onshore cable corridor set out in **Table 4-1**. This was undertaken using Google journey planning software and considering any local constraints.

LGV construction staff traffic distribution

6.5.4 The resultant LGV construction staff traffic assignment based on appropriate journey to work data from the 2011 census that has been applied is set out in **Table 6-1** for the three sections of the onshore elements of the Proposed

Development. **Figure 7.6.8, Appendix B** sets out the exit points from the transport Study Area.

6.5.5 In **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23), the entire onshore cable corridor was split into three sections which are described below and **Table 6-2** outlines the compounds associated with each section.

- Section 1 which runs north from landfall, across the A259, the River Arun and the two railway lines before crossing the A27 near the edge of the South Downs at Hammerpot. This section is rural but runs along the edge of the settlements of Littlehampton, Wick, Lyminster and Crossbush;
- Section 2 which runs north east from the Section 1 boundary to a crossing of the A24 near Washington, West Sussex. Between the A27 and A24, the onshore cable corridor has minimal interaction with the local highways network and due to the nature of access options, will make use of a continuous temporary construction haul road; and
- Section 3 which runs from the Section 2 boundary along the A283 corridor before turning north east to Partridge Green and further east to Wineham / Bolney. This section is flat and rural in character but with more crossings of roads.

Table 6-1 LGV construction staff traffic distribution

Entry / Exit points from highways network scope	Construction staff traffic distribution by temporary construction compound / onshore substation		
	Section 1	Section 2	Section 3
A259 East	21%	3%	2%
A284 South	33%	2%	1%
A259 West	16%	3%	0%
A23 North	1%	2%	17%
A23 South	3%	3%	6%
A24 North	3%	15%	21%
A3021 south	4%	17%	9%
A27 East	1%	2%	3%
A27 West	9%	2%	0%
A284 North	4%	1%	0%
A283 East	0%	12%	8%
A283 North	0%	0%	0%

Entry / Exit points from highways network scope	Construction staff traffic distribution by temporary construction compound / onshore substation		
	Section 1	Section 2	Section 3
A283 West	0%	29%	13%
A272 East	1%	1%	9%
A272 West	0%	2%	3%
A270	3%	6%	6%
A273	0%	0%	0%
A2300	0%	0%	3%
Total	100%	100%	100%

6.5.6 As this LGV construction staff traffic is travelling to and from TCCs and the onshore substation site, no routing restrictions will be applied to these trips (as usual for any LGV construction staff traffic routing to and from a place of work). This is explained further in the **Outline Construction Workforce Travel Plan** (Document Reference: 7.7) which describes the measures set out to reduce reliance on private car use. In calculating the traffic effects provided in **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23) the trips have been distributed onto the network based on the logical route using Google journey planning software from TCCs, onshore substation site and/or to and from home or overnight accommodation.

LGV construction traffic

6.5.7 Whilst no routing restrictions have been applied to the construction staff traffic (as set out in **Paragraph 6.5.6**), it is considered that all LGV construction traffic including deliveries, will first travel to the TCC and then if needed onto individual work sites / accesses using a multi-occupancy vehicle. This limits the amount of traffic using the accesses and also number of vehicles parking at the work sites.

6.5.8 For each of the TCCs, routes have been identified from there to all temporary construction accesses within that section. **Figure 7.6.9, Appendix B** sets out the temporary construction access routes identified for each of the TCCs, and these are set out in **Table 6-2**. It should be noted that the traffic flows presented in this table are totals for the entire construction programme, rather for a particular week or year.

6.5.9 The routes provided in **Table 6-2** generally follow the construction HGV access routes, which assists in limiting traffic related to the onshore elements of the Proposed Development to a limited number of roads across West Sussex. This limits any effects on other roads outside those already used for HGV construction traffic.

Table 6-2 Construction Traffic Distribution

From	LGV Circular Route compound to access	HGV Route straight to access	To (Access)	LGV movements (2-way total*) (per week)	HGV movements (2-way total*) (per week)
Section 1 – Climping compound (Access A-05)	TCC 1 -Church Lane- A259(E)- Ferry Road – A259(E)- A284(N)- A27(E)- A280- A24(S)- A27(W)- A284(S) - A259(W) - TCC 1	A23 - A27-Ford Road (south)/ A284- A259	A-01	2178	1812
			A-02	0	0
			A-03	0	0
			A-05	33900	9342
		A23 - A27- A284- A259	A-08	0	0
			A-09	1026	1338
		A23 - A27 (west)- A284 or A27 (east)	A-12	456	878
			A-13	0	0
			A-15	480	562
			A-16	2358	3520
		A23 - A27	A-21	750	1302
			A-22	750	1302
		A23-A27-A280	A-26	2238	4892
			A-28	0	0
Section 2 – Washington compound (Access A-39)	TCC 2- A283(W) - A24(N) – Spithande Lane(E)- B2135 (N)- A281(S)- A2037- A283(E)- TCC 2	A23- A27-A24- A283	A-33	1416	2646
			A-35	60	160
			A-38	0	0
		A23- A27-A24- A283	A-37	0	0
		A23- A27-A24- A283	A-39	54546	7660
			A-40	906	1444

From	LGV Circular Route compound to access	HGV Route straight to access	To (Access)	LGV movements (2-way total*) (per week)	HGV movements (2-way total*) (per week)
		A23-A27-A24-A283	A-41	60	24
			A-42	192	318
			A-43	1728	3134
		A23-A27-A24-A283	A-47	648	900
			A-48	672	1416
			A-50	158815	1588
Section 3 – Oakendene west compound (Access A-62)	TCC 3-A272(E)- Kent Street(S)-Wineham Lane(N)-A272(W)-TCC 3	A23-A272 – Kent Street	A-60	0	0
			A-61	828	1320
			A-64	468	892
		A23-A272 – Wineham Lane	A-65	0	0
			A-66	0	0
			A-67	444	644
			A-68	7182	986
			A-69	0	0
		A23-A272 – A281	A-52	642	1550
			A-53	0	0
			A-55	720	1126
			A-56	60	56
			A-57	1116	1816
Section 3 – Onshore substation compound (Access A-63)	TCC 4-Wineham Lane (N)-A272(W)-A272(E)-Wineham Lane (S) TCC 4	A23-A272	A-63	52254	11438
		A23-Wineham Lane	A-68	7182	986

From	LGV Circular Route compound to access	HGV Route straight to access	To (Access)	LGV movements (2-way total*) (per week)	HGV movements (2-way total*) (per week)
From	LGV Circular Route compound to access	HGV Route straight to access	To (Access)	LGV movements (2-way total*) (whole construction programme)	HGV movements (2-way total*) (whole construction programme)
Section 1 – Climping compound (Access A-05)	TCC 1 -Church Lane- A259(E)- Ferry Road – A259(E)- A284(N)- A27(E)- A280- A24(S)- A27(W)- A284(S) - A259(W) - TCC 1	A23 - A27-Ford Road (south)/ A284-A259	A-01	2178	1812
			A-02	0	0
			A-03	0	0
			A-05	33900	9342
		A23 - A27- A284- A259	A-08	0	0
			A-09	1026	1338
		A23 - A27 (west)- A284 or A27 (east)	A-12	456	878
			A-13	0	0
			A-15	480	562
			A-16	2358	3520
		A23 - A27	A-21	750	1302
			A-22	750	1302
		A23-A27-A280	A-26	2238	4892
			A-28	0	0
Section 2 – Washington compound (Access A-39)	TCC 2- A283(W) - A24(N) – Spithandle Lane(E)- B2135 (N)- A281(S)- A2037- A283(E)- TCC 2	A23- A27-A24- A283	A-33	1416	2646
			A-35	60	160
			A-38	0	0
		A23- A27-A24- A283	A-37	0	0

From	LGV Circular Route compound to access	HGV Route straight to access	To (Access)	LGV movements (2-way total*) (per week)	HGV movements (2-way total*) (per week)
		A23-A27-A24-A283	A-39	54546	7660
		A23 - A27 - A24 - A283	A-40	906	1444
			A-41	60	24
			A-42	192	318
			A-43	1728	3134
		A23-A27-A24-A283	A-47	648	900
			A-48	672	1416
			A-50	158815	1588
Section 3 – Oakendene west compound (Access A-62)	TCC 3-A272(E)- Kent Street(S)-Wineham Lane(N)-A272(W)-TCC 3	A23-A272 – Kent Street	A-60	0	0
			A-61	828	1320
			A-64	468	892
		A23-A272 – Wineham Lane	A-65	0	0
			A-66	0	0
			A-67	444	644
			A-68	7182	986
			A-69	0	0
		A23-A272 – A281	A-52	642	1550
			A-53	0	0
			A-55	720	1126
			A-56	60	56
			A-57	1116	1816
Section 3 – Onshore	TCC 4-Wineham Lane	A23-A272	A-63	52254	11438

From	LGV Circular Route compound to access	HGV Route straight to access	To (Access)	LGV movements (2-way total*) (per week)	HGV movements (2-way total*) (per week)
substation compound (Access A-63)	(N)-A272(W)-A272(E)-Wineham Lane (S) TCC 4	A23-Wineham Lane	A-68	7182	986

*A two way movement refers to the combined traffic volume occurring in both directions along the road or corridor. A return trip from source to site is counted as two movements.

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7. Crossing schedule

7.1 Introduction

7.1.1 In addition to the HGV and LGV construction traffic routing this Outline CTMP also considers the effects of all onshore cable corridor crossings of the local and strategic highways network as well as proposals for rail network crossings.

7.1.2 In addition to the impacts on the local and strategic highways network and rail networks, the onshore elements of the Proposed Development will also impact upon the PRoW network. The effects on PRoWs are covered in the **Outline Public Rights of Way Management Plan** (Document Reference: 7.8) which sets out the scale and nature of these effects together with an outline management strategy to help minimise disruption to PRoW users.

7.2 Crossing schedule

Introduction

7.2.1 The installation of underground cables has an impact on both the SRN and local road network where the respective infrastructure passes under the highway. This Section sets out the locations of the crossing points where an underground cable is being installed. The full crossing schedule which details all crossings is provided in **Appendix 4.1: Crossing schedule, Volume 4** (Document Reference: 6.4.4.1).

Highways crossing schedule

7.2.2 A total of 20 highways crossing locations have been identified within the proposed DCO Order Limits where an underground cable is proposed to be installed and crossed under the highway.

7.2.3 It is proposed that all major crossings (A or B class roads) will be undertaken using trenchless construction methods (HDD assumed). This construction method involves crossing underneath a feature and therefore prevents the disturbance of the road surface infrastructure during cable crossing installation. This removes the need for shuttle working, road closures and/or traffic management.

7.2.4 For smaller classification roads, a mixture of trenchless or open cut crossing is proposed. Some smaller single track roads are also proposed to be crossed by trenchless method due to environmental constraints around the road rather than the nature of the highways crossing.

7.2.5 **Table 7-1** below details all 20 highways crossing locations as shown in **Figure 7.6.10, Appendix B,** and the roads which they affect. **Table 7-1** also outlines the crossing schedule reference number, type of crossing method required (trenchless crossing (HDD) or open cut) at each crossing location, and whether the highway authority responsible for maintaining the road is NH or WSCC.

Table 7-1 Crossing Schedule of the Highway

No	Crossing Schedule Reference	Road affected	Crossing type	Highway Authority
1	RDX-1dw-01	Ferry Road	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
2	RDX-1dw-02	A259	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
3	RDX-1dw-03	A284	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
4	RDX-1dw-04	A284 (Lyminster Bypass)	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
5	RDX-1dw-05	Poling Street	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
6	RDX-1dw-06	Decoy Lane	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
7	RDX-1dw-07	A27	Trenchless crossing (HDD) proposed – no surface effects to carriageway	NH
8	RDX-1dw-08	Michelgrove Lane	Open cut trench crossing – traffic management / diversion required – Single track road	WSCC
9	RDX-1dw-09	A24	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
10	RDX-1dw-10	London Road	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
11	RDX-1dw-11	A283	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
12	RDX-1dw-12	A283	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
13	RDX-1dw-13	A283	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
14	RDX-1dw-14	Water Lane	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
15	RDX-1dw-15	Spithandle Lane	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC

No	Crossing Schedule Reference	Road affected	Crossing type	Highway Authority
16	RDX-1dw-16	B2135	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
17	RDX-1dw-17	B2116	Open cut trench crossing – traffic management required – single carriageway (one lane in each direction)	WSCC
18	RDX-1dw-18	A281	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
19	RDX-OD-01	Kent Street	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC
20	RDX-OD-02	Wineham Lane	Trenchless crossing (HDD) proposed – no surface effects to carriageway	WSCC

7.2.6 As shown in **Table 7-1**, of the 20 highway crossings identified, 18 of these would be installed using trenchless crossing methods (e.g. HDD) bringing about no surfaced-based effects on highway users. Both of the NH SRN crossings are of the trenchless crossing methods (e.g. HDD).

7.2.7 There are two highways crossings proposed which would require to be crossed by open cut trench method and require traffic management measures. Details of mitigation proposals are set out in **Section 8**.

7.3 Rail network crossing schedule

7.3.1 The alignment of the onshore elements of the Proposed Development requires underground cable to be installed underneath the rail network at two locations. The two locations, west of Littlehampton and west of Wick, are shown in **Figure 7.6.11, Appendix B**.

7.3.2 Both rail crossings will be crossed by trenchless crossing methods (e.g. HDD) with no surfaced based effects experienced on the rail network.

7.3.3 Consultation and engagement with Network Rail will continue to take place to discuss the requirements of the trenchless crossings of rail network beyond DCO Application submission. It is expected that there will be no additional management requirements of the rail network crossings during the construction of the onshore elements of the Proposed Development.

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8. Potential mitigation strategies

8.1 Introduction

8.1.1 This section of the Outline CTMP explains the types of construction traffic management measures that may be required across the onshore elements of the Proposed Development to allow for safe and convenient working practices and access to temporary construction sites.

8.1.2 RED will implement a number of the mitigation measures as set out in **Section 8**. These mitigation measures are included within embedded environmental measures (set out in the **Commitments Register** (Document Reference: 7.22)). Discussions with NH, WSCC and South Downs National Park Authority have been undertaken to inform matters such as traffic management proposals and, if required, the need for short road closures and diversions.

8.1.3 The traffic management measures for laying cables under the highway documented in this section of the Outline CTMP will be adopted and inform the preparation of the stage specific CTMP. It is the stage specific CTMP where the final details would be agreed with the Highways Authorities (as part of the discharge of Requirements) prior to commencement.

8.2 Site specific mitigation

Traffic management of open cut trench highway crossings (single track carriageways)

Potential road closures and diversions

8.2.1 As set out in **Table 7-1**, there are two highway crossing locations that have been identified within the proposed DCO Order Limits that are required to be crossed by open cut trench method. Of these two highway crossing locations, one is located on a single track road, crossing 8 (RDX-1dw-08) on Michelgrove Lane outlined in **Figure 7.6.10, Appendix B**.

8.2.2 At this location, a temporary construction traffic management solution would be applied and the need to close the road and provide a diversion is considered to be unnecessary.

8.2.3 A review of this highway crossing location indicates that for any necessary temporary road closures that should be required, alternative routes are available for temporary diversions. If possible, temporary closures and diversions for this limited highway crossing locations would be accommodated.

Temporary diversion signage

8.2.4 In highway crossing locations where temporary road closures and diversions are required, temporary signage will be installed by the appointed contractor in

accordance with Traffic Signs Regulations and General Directions (TSRGD), Department for Transport (DfT) (2016).

8.2.5 The proposed temporary diversion routes and associated signage will be prescribed as part of details to be approved by the relevant highway authority in accordance with the requirements of Outline CTMP.

Traffic management of open cut trench highway crossings (single carriageway roads)

8.2.6 As set out in **Table 7-1**, there are two highway crossing locations that have been identified within the proposed DCO Order Limits that are required to be crossed by open cut trench method. Of these two highway crossing locations, one is located on a single carriageway road, with one lane per direction. This is crossing 17 (RDX-1dw-17), on the B2116.

8.2.7 At this highway crossing location, temporary construction traffic management will be deployed. The temporary construction traffic management is envisaged to be a solution that allows for the road to remain open with temporary traffic signals or manned stop/go boards and one lane of the two used for the conveyance of traffic.

8.2.8 All temporary construction traffic management implementation plans will need to be approved by WSCC and will be applied in accordance with guidance and procedures as defined within Section 14 of the Road Traffic Regulation Act 1984.

8.3 Other locations requiring traffic management

8.3.1 Additional temporary construction traffic management will be deployed throughout the construction phase at various locations (including junctions if necessary) beyond that implemented as part of highways crossings. Construction activities that may require temporary construction traffic management include but are not limited to:

- proposed temporary construction access locations (including junctions);
- in proximity to TCCs and the onshore substation site; and
- roads being used for the delivery of construction materials to the temporary construction work areas.

8.3.2 The type of temporary construction traffic management deployed will vary and could include temporary traffic signals, manned stop /go boards, road narrowing / widening and temporary speed restrictions.

8.3.3 All temporary construction traffic management implementation plans will need to be approved by National Highways or WSCC (location dependant) and will be applied in accordance with guidance and procedures as defined within the Act (Section 14 of the Road Traffic Regulation Act 1984). There are no new direct accesses to the SRN but there may be a need for directional signage on the SRN network to assist with diversions, HGV routing or highlight traffic management.

8.3.4 Temporary construction traffic management arrangements will be included as part of the design submission for each of the temporary construction sites and TCCs.

8.4 General construction traffic management / mitigation

Traffic signage overview

8.4.1 Where temporary traffic management measures are required, these will be agreed in advance with the NH for the SRN and WSCC for the local highways network. Any temporary road closures / diversions will be advertised in advance and alternative routes indicated through signage.

Construction access route and point signage

8.4.2 Temporary signage will be erected along construction traffic routes on the WSCC local highway network to provide directional routeing information for construction vehicles, to ease navigation between the SRN and the temporary construction sites and TCCs.

8.4.3 Temporary signage warning other road users of the likely presence of construction vehicles will also be provided in the vicinity of each temporary construction access location. Where necessary warning signs at 'short cuts' and 'rat runs' will be erected to remind construction HGV drivers to utilise the prescribed construction traffic routes. This signage will be in accordance with TSRGD (DfT, 2016).

Onsite access road / haul road signage

8.4.4 In addition to the above, temporary road signage will be erected along the proposed onsite construction access roads where necessary. The temporary signage will provide construction vehicle drivers with information on the distances to construction sites (destinations) and warning (hazard) information related to potential vehicle conflict or pedestrian conflict areas. Further information on the strategy for signage of pedestrian crossing areas is contained within the **Outline Public Rights of Way Management Plan** (Document Reference: 7.8). This signage will be in accordance with TSRGD (DfT, 2016).

Other signage

8.4.5 All other signage will be provided in accordance with TSRGD (DfT, 2016). Other signage to be erected includes:

- traffic warning signs for road closures;
- traffic warning signs with contact details of the relevant contractors so the public can request information / updates; and
- advanced warning signs of road closures.

Core working hours

8.4.6 Construction work will take place in accordance with set 'core working hours' which will be secured within the **Code of Construction Practice** (COCP) (Document Reference: 7.2).

8.4.7 The core working hours outline that construction activities will take place between 07:00 and 19:00 Mondays to Fridays and between 08:00 and 13:00 on Saturdays unless otherwise approved by WSCC / NH / SDNP and other key local authorities (as set out in **paragraph 3.6.4**).

8.4.8 It is not proposed there will be construction activity outside of these indicative hours, including on Sundays, public holidays or bank holidays, other than in exceptional circumstances that will be agreed with WSCC / NH /SDNP and other key local authorities (as set out in **paragraph 3.6.4**).

8.4.9 Except in the case of emergency, any construction work required to be undertaken outside of the core working hours (not including repairs or maintenance) will be agreed with the WSCC and/or National Highways (where relevant) prior to undertaking the works so that traffic management can be considered.

HGV and LGV construction vehicle records

8.4.10 All construction HGV and LGV movements associated with the onshore elements of the Proposed Development will be recorded and timed as vehicles enter and leave all TCCs and sites as part of a delivery management system (DMS). DMS records will be compiled and stored centrally to that any complaints received concerning driver / vehicle conduct can be first referenced against the DMS to confirm whether the vehicle in question is associated with Rampion 2. Poor conduct / management by the contractor will be addressed by the Transport Coordination Officer (TCO) as per **Section 9.2**.

HGV emissions

8.4.11 All road based vehicles used in the construction of the onshore elements of the Proposed Development will be to a EURO standard V class or better wherever possible.

Banksmen or presence of qualified personnel at access

8.4.12 Qualified personnel (banksmen) will be placed at access locations when necessary, during the construction of the onshore elements of the Proposed Development. These locations are likely to include temporary construction accesses and at the PROW crossing points during busy periods particularly related to the crossings of the South Downs Way. Qualified personnel can also be provided at other sensitive locations where conflict with the construction vehicles may arise.

Timing of HGV movements

8.4.13 Construction HGV movements associated with the onshore elements of the Proposed Development will normally take place during the core working hours, and for the hour before and after these core working hours, due to the distances involved in reaching some of the remote construction sites.

8.4.14 A booking system (included in the DMS) will be used so that construction deliveries to the construction sites are spread across the working day (where

feasible). This will minimise the impact of construction HGV traffic during the peak periods. The booking schedule will also form part of and inform the monitoring processes of the CTMP.

8.4.15 If delivery vehicles are associated with the 24 HDD working they will work outside the core hours. For all other deliveries they will be restricted to core working hours.

8.4.16 The stage specific CTMP will provide further details regarding the management of deliveries in such a way as to minimise the impact from vehicles queuing or travelling at unsociable times.

Exceptional circumstances

8.4.17 There may be exceptional circumstances when construction traffic routes on the SRN or the local road network are impacted by local traffic conditions such as accidents or temporary road closures which will impact on construction vehicles not being able to use these routes. A non-exhaustive list of exceptional circumstances is defined as one or more of the following:

- where continuous periods of construction work are required, such as concrete pouring or HDD, and WSCC and the SDNPA (for any works within the South Downs National Park) has been notified prior to such works 72 hours in advance;
- for the delivery of AILs to the connection works, where the relevant highway authority has been notified prior to such works 72 hours in advance;
- as otherwise agreed in writing with WSCC and the SDNPA within the South Downs National Park;
- where a road traffic collision or other similar incident on the highway network that disrupts the normal operation of the highway network or results in a highway closure;
- where a breakdown of a construction LGV / HGV en-route to a temporary construction site or temporary construction compound occurs and then arrives later due to time critical reasons;
- where work is requested to be completed out of hours by WSCC, National Highways and / or Network Rail;
- where there is a need for emergency health and safety requirements (incident); and
- where there is a need to implement urgent mitigation activities such as emergency flood prevention works.

8.4.18 In the event of an exceptional circumstance, the following impacts need to be considered and acted upon with regards to highways and construction safety of the onshore elements of the Proposed Development:

- incidents on the highway network could result in stoppage (at previously agreed locations) or rescheduling of deliveries;
- incidents on the highway network causing delays, resulting in construction vehicles travelling outside of approved movement hours; and

- impacts of deliveries not being made, which could have impacts on health and safety due to a lack of equipment or materials or require a stop to construction works leading to delays to construction programme.

Abnormal Indivisible Loads

8.4.19 For the construction of the onshore substation, abnormal loads are required to deliver larger components such as transformers. **Appendix 23.1: Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.3) has been prepared to support **Chapter 23: Transport, Volume 2** of the ES (Document Reference: 6.2.23). **Appendix 23.1: Abnormal Indivisible Load assessment, Volume 4** of the ES (Document Reference: 6.4.23.3) sets out the specific routes required for AILs and the mitigation required including Swept Path Assessments (SPAs) at identified pinch points.

Cleaning of vehicles

8.4.20 All vehicles exiting from a construction access bell mouth will be checked and cleaned manually (or if it is deemed necessary, will pass through the wheel cleaning facility) prior to using the public highway to prevent the debris from being transferred off the site onto the road network. If required, a road sweeper will be utilised to further demonstrate that the WSCC road network remains safe and clear of debris. It is assumed at this stage, that this would only ever be required at the larger temporary construction sites such as the onshore substation, landfall, HDD, and temporary construction compound sites.

Highway condition surveys

8.4.21 Each access point to any public highway by any temporary construction access road or track utilised as part of the onshore elements of the Proposed Development will be inspected. These inspections will take place before first use, at frequent intervals during the construction phase and following final use, so that the surface of the highway remains in good repair. The frequent inspections will also enable any repairs to be made in a timely manner throughout the construction phase.

8.4.22 At the end of the construction phase, the temporary construction accesses and crossing points shall be inspected and a programme of works to restore them to the condition they were in before the construction phase commenced will be agreed with NH as the strategic road authority and WSCC as the local highway authority.

8.4.23 Any works within the highway limits will be reinstated to a standard commensurate to that prior to the commencement of the construction works and agreed with the relevant highways' authority (NH or WSCC), as per commitment C-160 (**Commitments Register** (Document Reference: 7.22)) which covers both the condition surveys and subsequent repairs.

Delivery management systems (DMS)

8.4.24 A DMS is a system used on construction projects for tracking all construction movements into and out of construction sites. It can also track personnel located at temporary construction access locations. The DMS will enable the management of construction deliveries and allow the number of vehicles accessing/egressing to be recorded.

8.4.25 This information will be collated by the contractor and retained for reference. The objectives of the DMS are:

- to control the delivery of materials and equipment in line with the construction programme;
- to minimise the number of construction vehicles on the road; and
- so that construction vehicles do not exceed any agreed restrictions, for example peak period traveling through certain towns / villages / junctions.

Information packs and communication

8.4.26 Information packs will be provided to all contractors which will form part of the contractual agreement between the contractors and RED. The information pack will contain the following means of information and communication which can be included in the stage specific CTMP to be worked up by the contractor(s) prior to commencement:

- proposed HGV Access Strategy;
- proposed LGV Access Strategy;
- non-compliance guidance;
- complaints procedure;
- the CTMP protocols and indications required for all contractors including a code of good practice;
- guidance on standard communication procedures between contractors; and
- CTMP contacts (emergency and non-emergency).

8.4.27 Information packs and communications details will be shared with the highway authorities (WSCC and NH) ahead of any construction works.

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9. Management of the CTMP and enforcement

9.1 Introduction

9.1.1 This Section reviews the management structure that will oversee the finalised CTMP. It is important that a strong management structure is in place so that the objectives outlined in the Outline CTMP are met, and that the objectives are continually monitored and reviewed.

9.1.2 A Transport Coordination Officer (TCO) will be appointed by the contractors to implement the CTMP (approved by NH as the strategic highways authority and WSCC as the local highway authority). While it is likely that several contractors will be appointed to undertake the varying construction works, it is unknown whether one TCO will be required for Proposed Development, or each contractor will appoint an individual TCO. This will be agreed as part of the CTMP process and it is likely that a single TCO will be expected to co-ordinate and oversee all TCOs. The TCO would be employed by RED, and they would be responsible for liaison with stakeholders and the contractor(s).

9.1.3 The TCO will be employed prior to commencement of the works and will have the following transport related responsibilities:

- monitor contractor obligations with regards the CTMP;
- liaise with and report to the local highway authorities (WSCC) and NH about mitigation and remedial measures as required;
- update the CTMP as required; and
- resolve issues and problems through the liaison with relevant stakeholders.

9.2 Monitoring and review

Monitoring strategy

9.2.1 The TCO and/or TCOs appointed by the contractors will undertake monitoring as necessary to comply with the requirements of the CTMP and this will include the maintenance of records and construction traffic management measures.

9.2.2 The contractor will employ a suitable, qualified, member of staff is employed to conduct surveys and monitor construction vehicle activity at specific locations along the construction route network to adhere to the CTMP. This will include the monitoring of construction vehicles on the local road network and speed enforcement monitoring.

Review

9.2.3 The TCO will monitor and review the CTMP. These reviews are required so that the CTMP delivers on the commitments and achieves the agreed goals as set out in this document.

Compliance

9.2.4 As part of the CTMP, a series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements contained within the CTMP are not achieved. It is anticipated that these mechanisms will be determined prior to construction and will include:

- Risk Assessment Method Statement (RAMS) procedures – The contractor, through the TCO, will implement the CTMP, adhere to the requirements and meet the goals through management practices. This will include site inductions for contractors, briefing on the obligations of the RED Construction Contractor standards, induction, and adherence to RAMS procedures, DMS briefing, driver inductions and compliance guidance;
- Contractual conditions – To be employed as part of the CTMP compliance methodology and will be built into the contractor's contract, this will be subject to a performance review by RED; and
- Actions – To be employed if the commitments of the CTMP are breached.

Enforcement and corrective measures

9.2.5 RED will ensure that appropriate measures are taken to monitor contractor behaviour and performance and where appropriate corrective measures are taken to resolve, redress and enhance service performance, which is in breach of the standard within the Outline CTMP.

9.2.6 RED will require that the appointed contractor's disciplinary procedures incorporate the Proposed Development commitments (**Commitments Register**, Document Reference: 7.22), including this Outline CTMP, and these items are reflected in the contract between RED and the relevant contractor. RED will have the power to remove person(s) should it be required and deemed appropriate.

10. Glossary of terms and abbreviations

Table 10-1 Glossary of terms and abbreviations

Term	Definition
AIL	Abnormal Indivisible Load
ATV	All-Terrain Vehicles
COCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DfT	Department for Transport
DMS	Delivery Management Systems
DRMB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
EPP	Evidence Plan Process
ETG	Expert Topic Group
HDD	Horizontal Directional Drill
HGV	Heavy Goods Vehicle
kph	Kilometres per hour
Light Construction Accesses	Construction access only used by small LGVs when minor construction works are required
LGV	Light Goods Vehicles
mph	Miles per hour
NH	National Highways
OS	Ordnance Survey
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
PRoWMP	Public Rights of Way Management Plan

Term	Definition
RAMS	Risk Assessment and Method Statement
RED	Rampion Extension Development Limited
SDNPA	South Downs National Park Authority
SoS	Secretary of State
SPA	Swept Path Analysis
SRN	Strategic Road Network
TCO	Transport Coordination Officer
TSRGD	Traffic Signs Regulation and General Directions
WSCC	West Sussex County Council

11. References

Department for Transport (DfT), (2016). *Traffic Signs Regulations and General Directions 2016*. [Online] Available at: https://www.gov.uk/government/publications/traffic-signs-regulations-and-general-directions-2016-an-overview [Accessed 30 June 2023].

Planning Inspectorate. (2020). *Scoping Opinion: Proposed Development Offshore Wind Farm. Case Reference EN010117*. [online]. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010117/EN010117-000045-EN010117 Scoping Opinion.pdf [Accessed 30 June 2023].

Rampion Extension Development Limited (RED), (2020). *Proposed Development Offshore Wind Farm – Environmental Impact Assessment Scoping Report*. [online]. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010117/EN010117-000006-EN010117%20-%20Scoping%20Report.pdf [Accessed 30 June 2023]

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West Sussex County Council (WSCC), (2011), *West Sussex Transport Plan 2011-2026.* [online]. Available at: https://www.westsussex.gov.uk/media/3042/west_sussex_transport_plan_2011-2026_low_res.pdf [Accessed 30 June 2023].

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Appendix A
Access Proposals

Access Strategy

<table>
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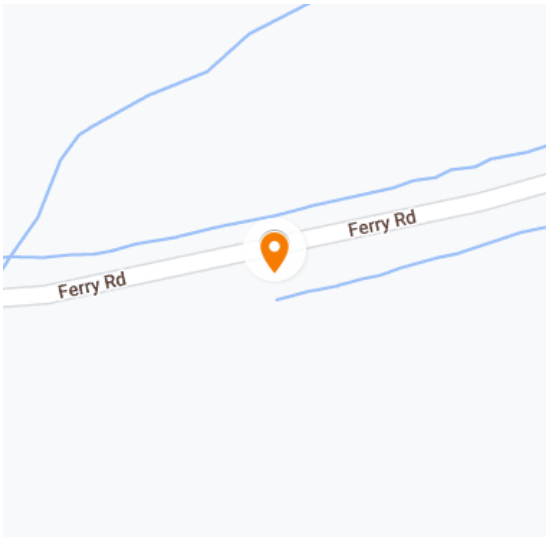
<tr><td> 
</td><td>  </td></tr>
<tr><td colspan="2">Type of Access – Construction and Operational
Road Accessed – Ferry Road
Width of Access Road – N/A
Width of Main Carriageway – 6m</td></tr>
</table>

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 2 Grid Reference: 50.80788, -0.5603

Location Plan	Location Photograph
	

Type of Access – Light Construction

Road Accessed – Ferry Road

Width of Access Road – N/A

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 3 Grid Reference: 50.80804, -0.56773

Location Plan	Location Photograph
	

Type of Access – Light Construction

Road Accessed – Ferry Road

Width of Access Road – N/A

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

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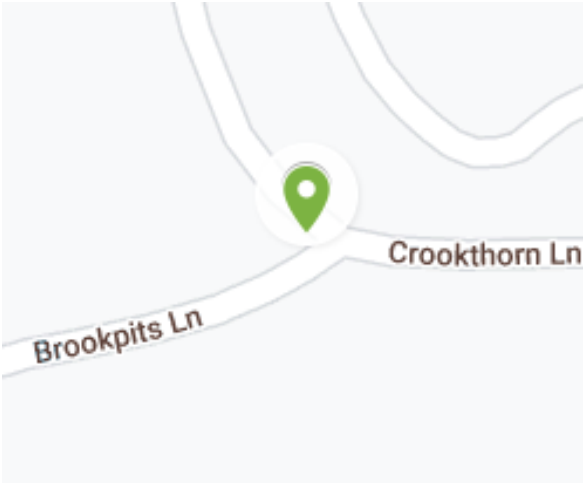	

Type of Access – Operational

Road Accessed – Crookthorn Lane

Width of Access Road – N/A

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 5 Grid Reference: 50.81069, -0.57675

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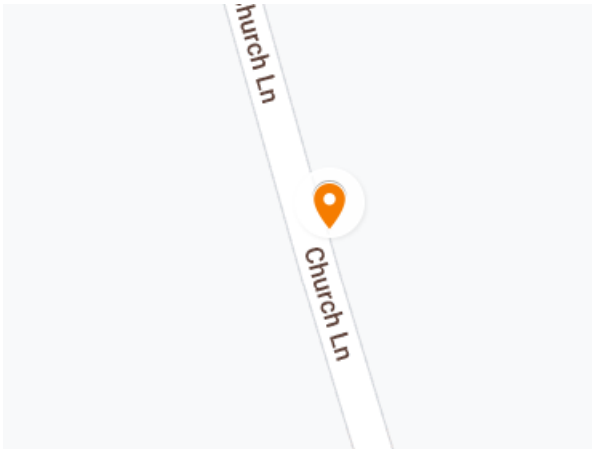	

Type of Access – Construction and operational

Road Accessed – Church Lane

Width of Access Road – N/A

Width of Main Carriageway – 7.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 6 Grid Reference: 50.81141, -0.57712

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Church Lane

Width of Access Road – 5m

Width of Main Carriageway – 7.5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 8 Grid Reference: 50.8178, -0.55939

Location Plan	Location Photograph
	

Type of Access – Light Construction

Road Accessed – A259

Width of Access Road – 3m

Width of Main Carriageway – 23.4m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

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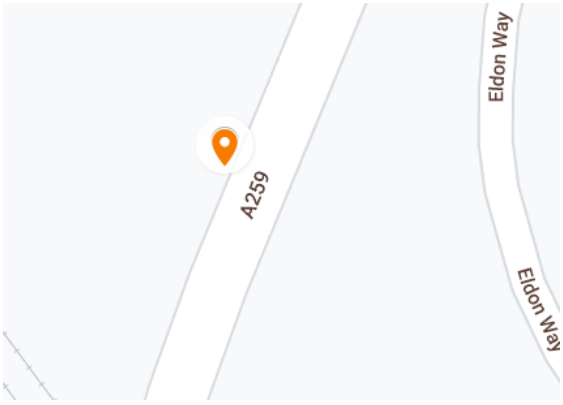	

Type of Access – Construction and Operational

Road Accessed – A259

Width of Access Road – N/A

Width of Main Carriageway – 23.4m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

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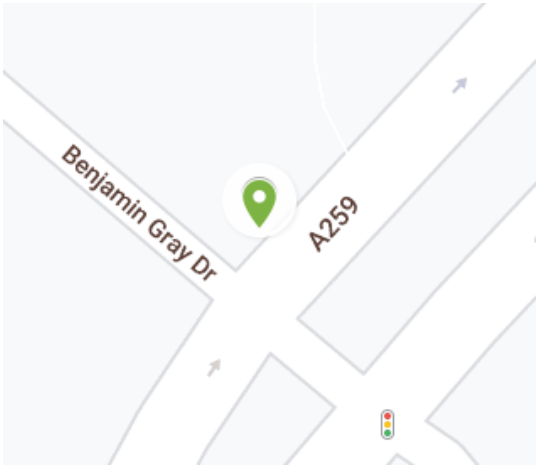	

Type of Access – Operational

Road Accessed – A259

Width of Access Road – 11m

Width of Main Carriageway – 23.4m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

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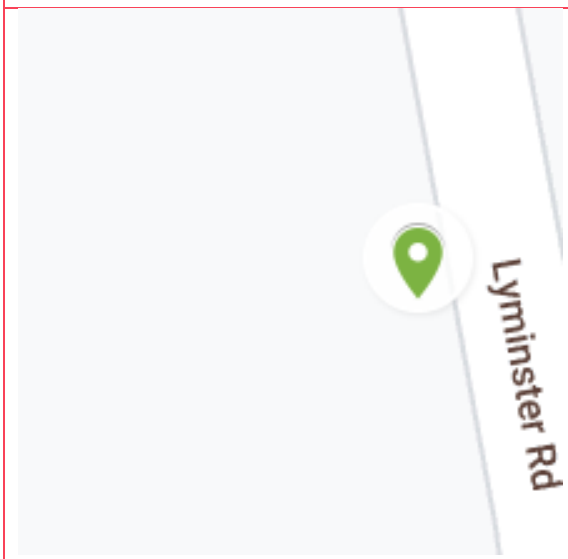	

Type of Access – Operational

Road Accessed – A284

Width of Access Road – N/A

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

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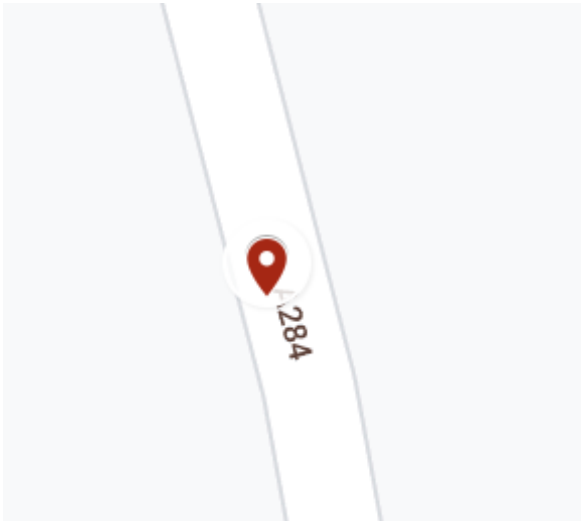	

Type of Access – Construction

Road Accessed – A284

Width of Access Road – N/A

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 13 Grid Reference: 50.83099, -0.54513

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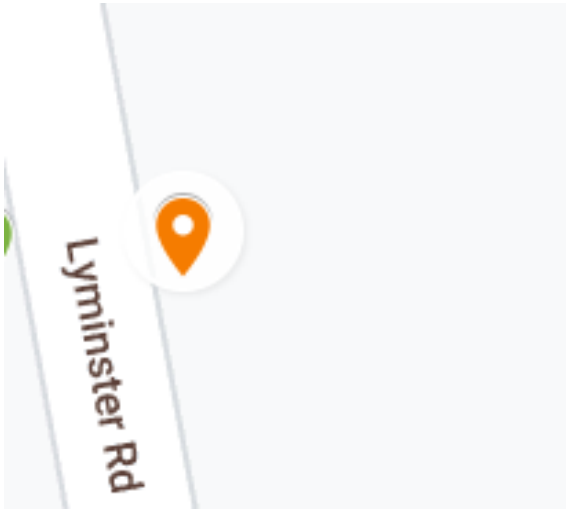	

Type of Access – Construction and operational

Road Accessed – A284

Width of Access Road – N/A

Width of Main Carriageway – 6m

Accommodation Works	Road at site location

New temporary construction bellmouth required	

Access Visibility Requirements

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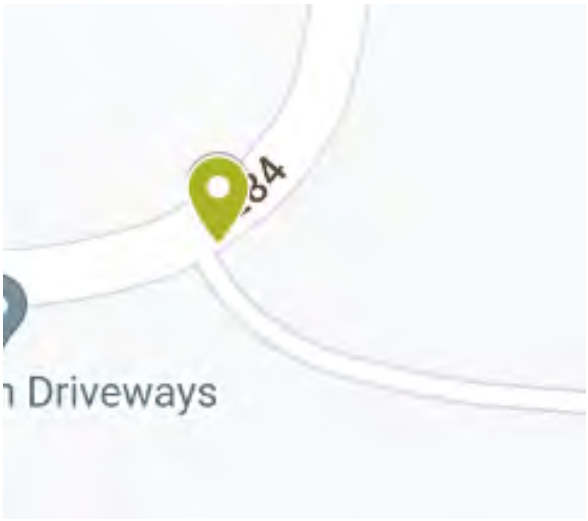	

Type of Access – Light construction and operational

Road Accessed – A284

Width of Access Road – 3m

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

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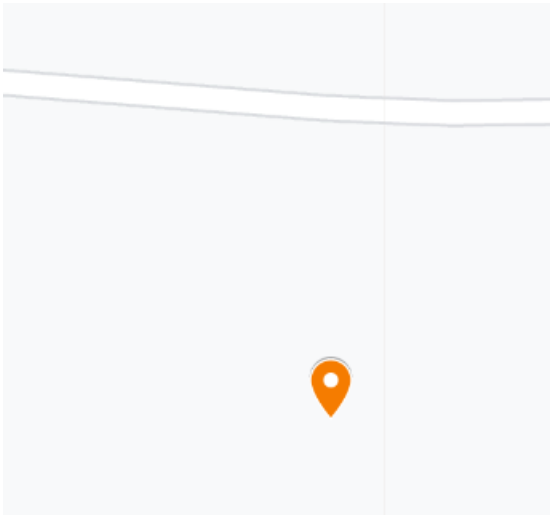
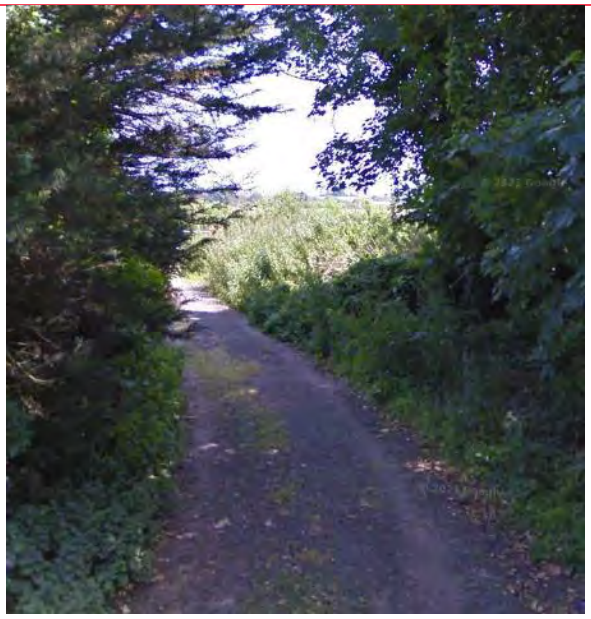
	

Type of Access – Construction and operational

Road Accessed – A284

Width of Access Road – 3m

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

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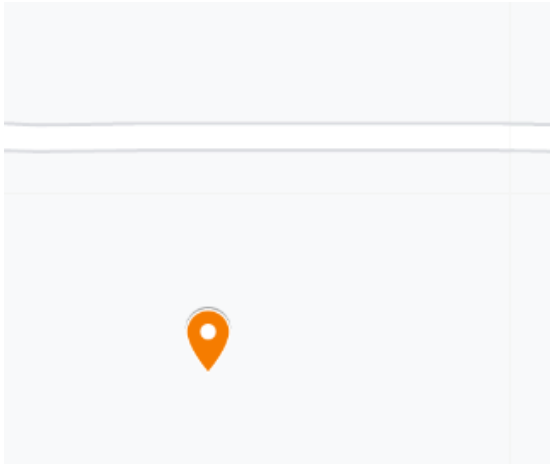
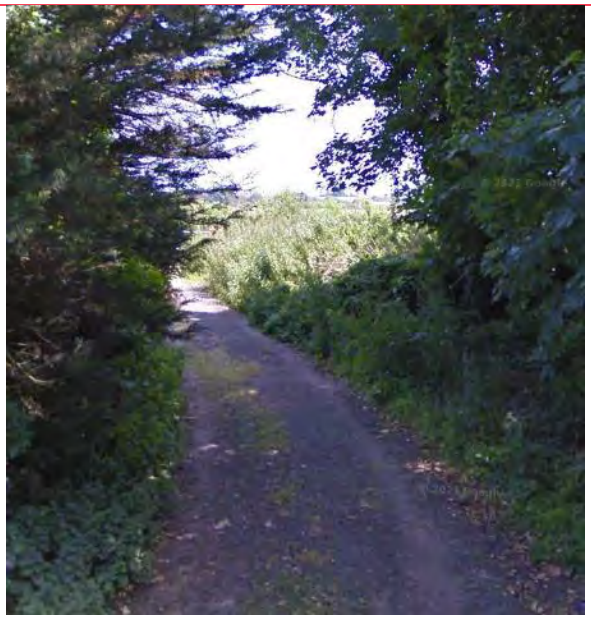
	

Type of Access – Construction and operational

Road Accessed – A284

Width of Access Road – 3m

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

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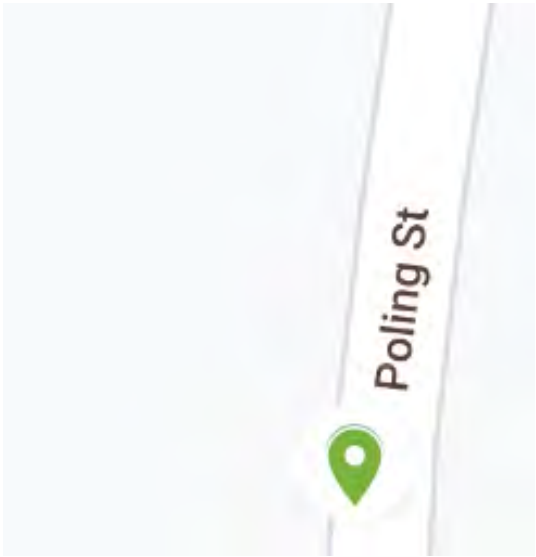	

Type of Access – Operational

Road Accessed – Poling Street

Width of Access Road – N/A

Width of Main Carriageway – 3m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

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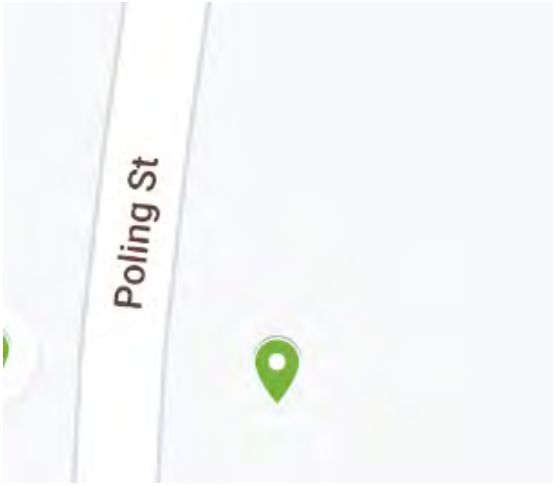	

Type of Access – Operational

Road Accessed – Poling Street

Width of Access Road – 3m

Width of Main Carriageway – 3m

Accommodation Works	Road at site location
New temporary Construction bellmouth required	

Access Visibility Requirements

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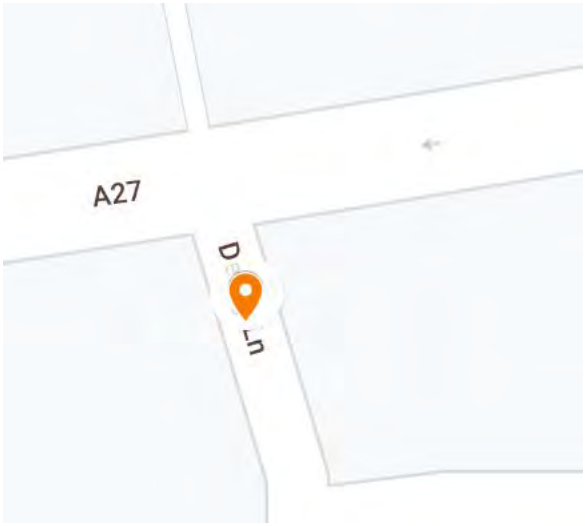	

Type of Access – Light construction

Road Accessed – A27

Width of Access Road – 3m

Width of Main Carriageway – 29m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 21 Grid Reference: 50.84179, -0.49237

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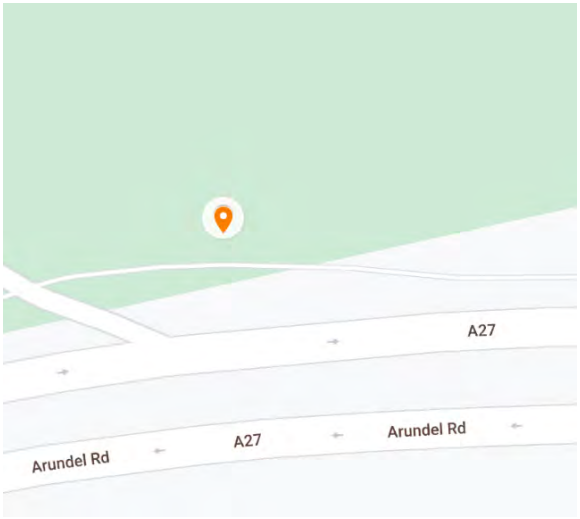
	

Type of Access – Construction

Road Accessed – A27

Width of Access Road – N/A

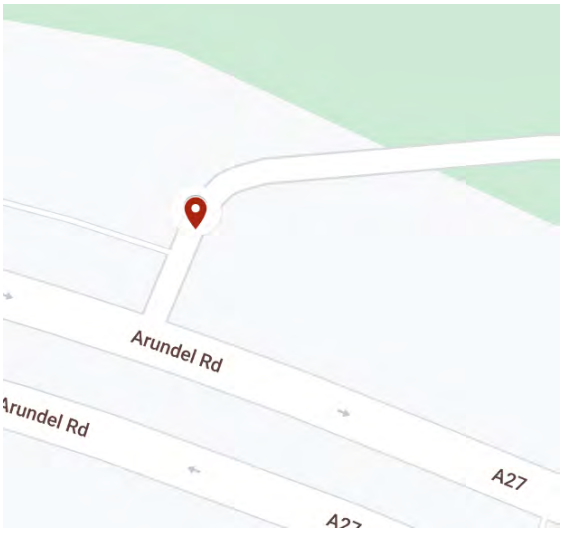
Width of Main Carriageway – 29m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 22 Grid Reference: 50.84143, -0.48742

Location Plan	Location Photograph
	

Type of Access – Construction

Road Accessed – A27

Width of Access Road – 6m

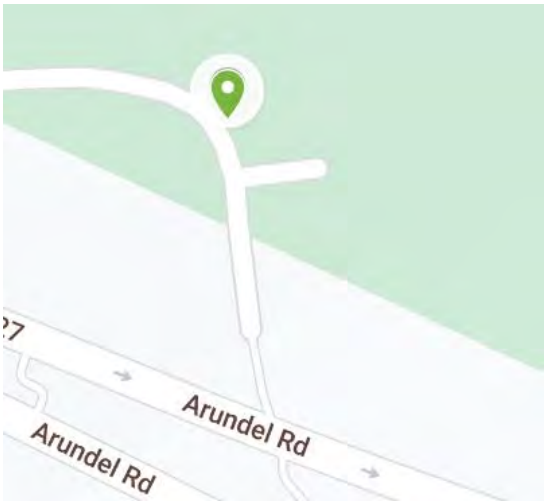
Width of Main Carriageway – 29m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 23 Grid Reference: 50.84147, -0.48595

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – A27

Width of Access Road – 5m

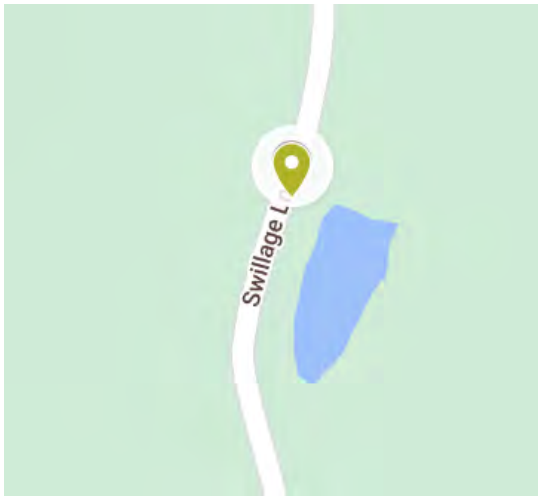
Width of Main Carriageway – 29m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 24 Grid Reference: 50.84343, -0.47936

Location Plan	Location Photograph
	

Type of Access – Light construction and operational

Road Accessed – Swillage Lane

Width of Access Road – N/A

Width of Main Carriageway – 3m

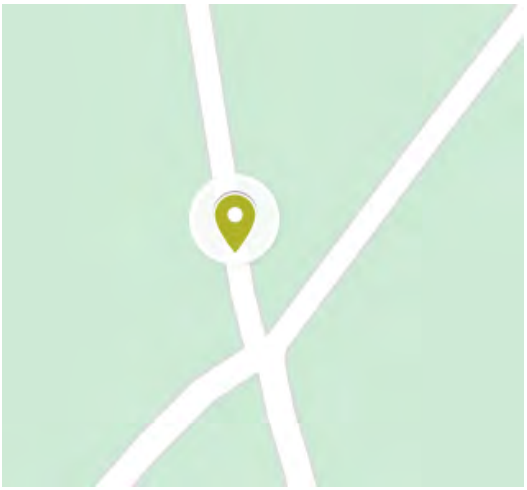
Accommodation Works	Road at site location

New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 25 Grid Reference: 50.85594, -0.51543

Location Plan	**Location Photograph**
	

Type of Access – Light Construction and Operational

Road Accessed – Blakehurst Lane

Width of Access Road – 5m

Width of Main Carriageway – 5m

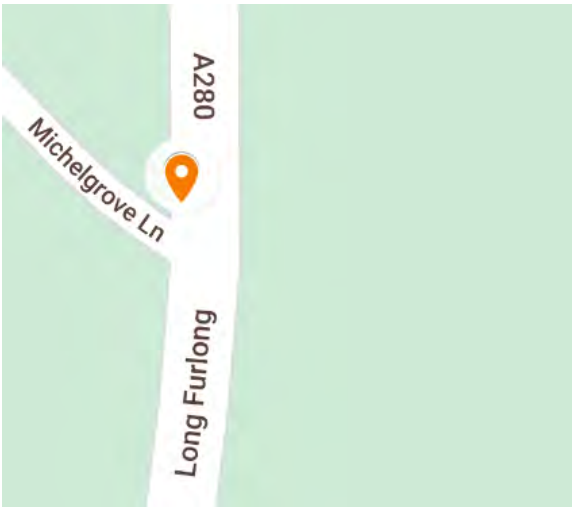
Accommodation Works	**Road at site location**

No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 26 Grid Reference: 50.85482, -0.44965

Location Plan	**Location Photograph**
	

Type of Access – Construction and operational

Road Accessed – A280

Width of Access Road – 3m

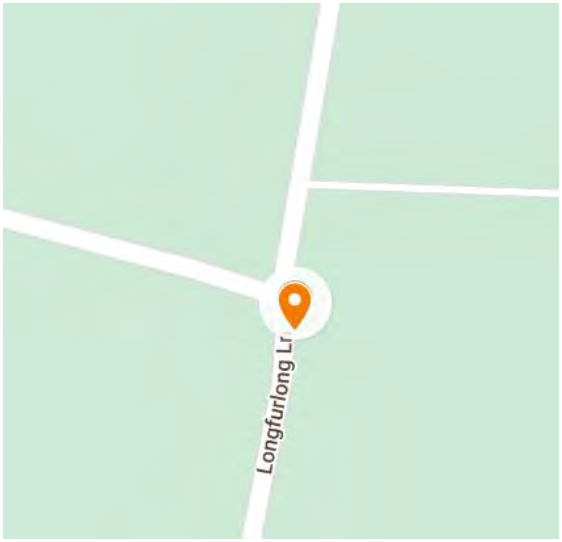
Width of Main Carriageway – 8m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 27 Grid Reference: 50.863192410449884, -0.4478784667599155

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Long Furlong Lane

Width of Access Road – 4m

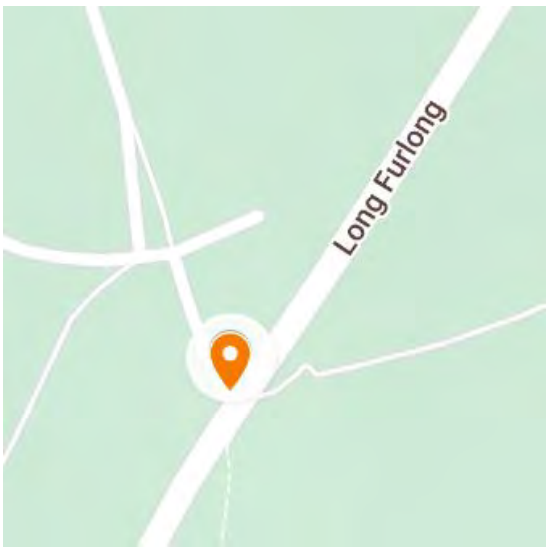
Width of Main Carriageway – 4m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 28 Grid Reference: 50.86838, -0.42352

Location Plan	Location Photograph
	

Type of Access – Construction

Road Accessed – Long Furlong

Width of Access Road – 6m

Width of Main Carriageway – 7m

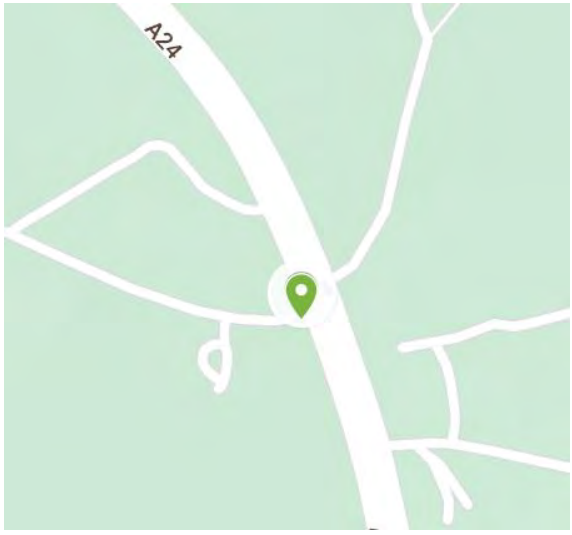
Accommodation Works	Road at site location

No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 29 Grid Reference: 50.87716, -0.41031

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – A24

Width of Access Road – 4m

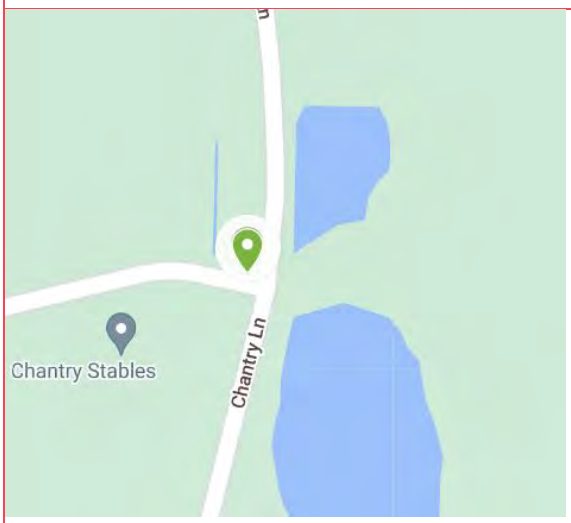
Width of Main Carriageway – 17m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 30 Grid Reference: 50.90498, -0.44822

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Chantry Lane

Width of Access Road – 5m

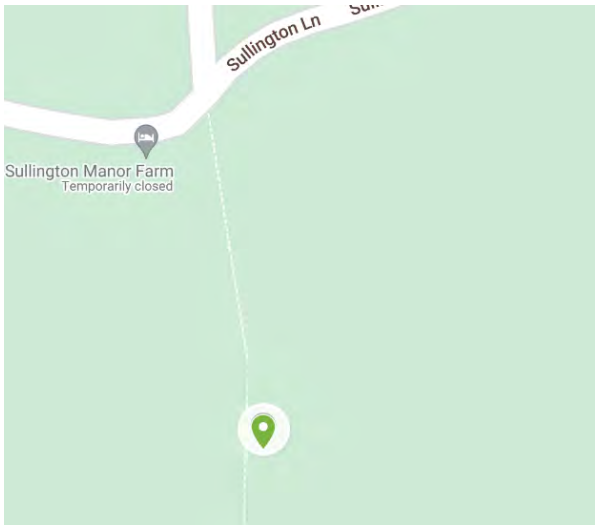
Width of Main Carriageway – 5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 31 Grid Reference: 50.90631, -0.4387

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Sullington Lane

Width of Access Road – 3m

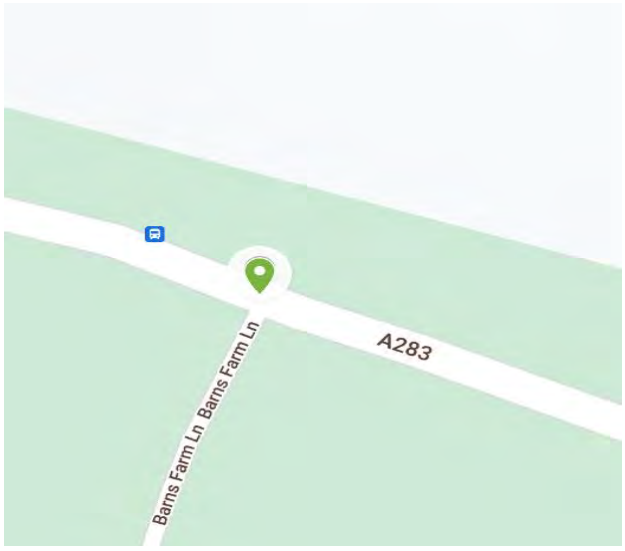
Width of Main Carriageway – 3m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 32 Grid Reference: 50.9126, -0.42823

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – A283

Width of Access Road – 4m

Width of Main Carriageway – 6.5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 33 OS Grid Reference - 50.91176, -0.42453

Location Plan	Location Photograph
	

Type of Access – Construction

Road Accessed – A283

Width of Access Road – N/A

Width of Main Carriageway – 6.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 34 Grid Reference: 50.91046, -0.41773

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – A283

Width of Access Road – 3m

Width of Main Carriageway – 6.5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 35 Grid Reference: 50.91036, -0.41521

Location Plan	Location Photograph
	

Type of Access – Construction

Road Accessed – A283

Width of Access Road – N/A

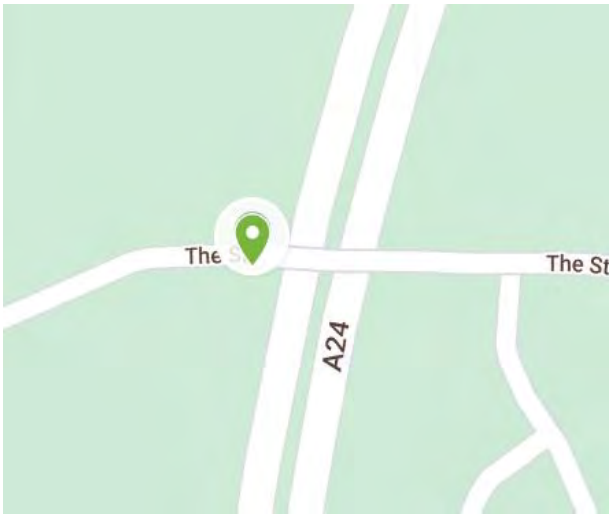
Width of Main Carriageway – 6.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 36 Grid Reference: 50.90445, -0.4125

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – A24

Width of Access Road – 3m

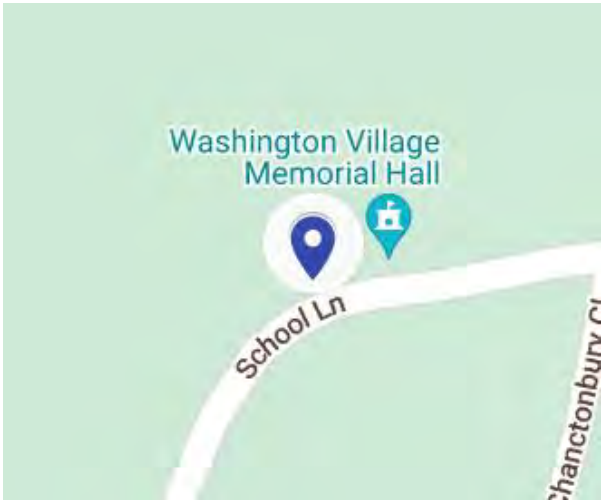
Width of Main Carriageway – 17m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 37 Grid Reference: 50.90577, -0.40732

Location Plan	Location Photograph
	

Type of Access – Light Construction

Road Accessed – School Lane

Width of Access Road – N/A

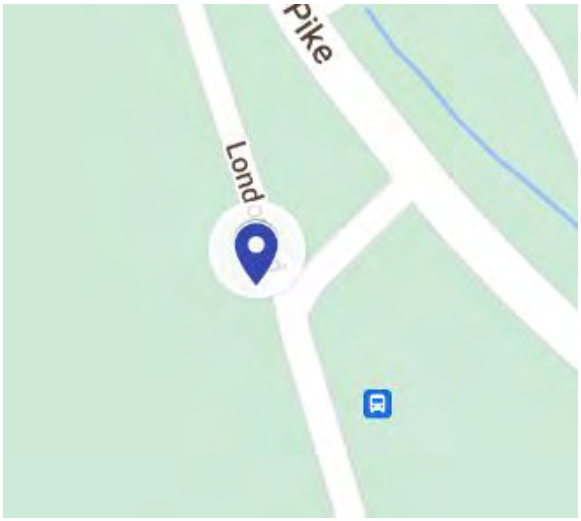
Width of Main Carriageway – 5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 38 Grid Reference: 50.90673, -0.40546

Location Plan	Location Photograph
	

Type of Access – Light Construction

Road Accessed – London Road

Width of Access Road – N/A

Width of Main Carriageway – 4m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 39 Grid Reference: 50.90613, -0.40214

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – A283

Width of Access Road – N/A

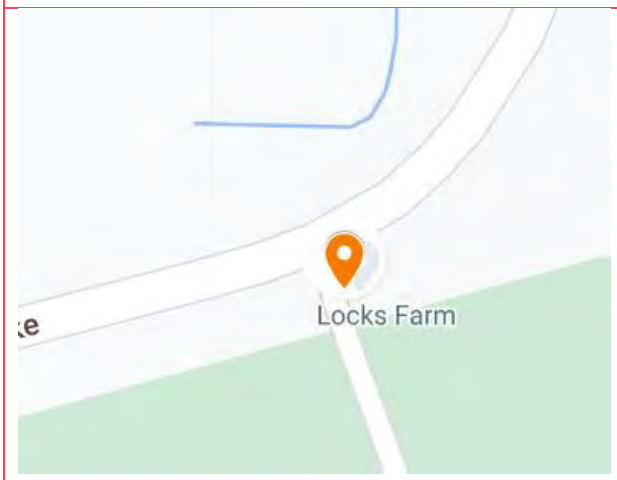
Width of Main Carriageway – 6.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 40 Grid Reference: 50.90673, -0.39651

Location Plan	Location Photograph
	

Type of Access – Construction and Operational

Road Accessed – A283

Width of Access Road – 3m

Width of Main Carriageway – 6.5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 41 Grid Reference: 50.909, -0.38736

Location Plan	Location Photograph
	

Type of Access – Construction and Operational

Road Accessed – A283

Width of Access Road – 3m

Width of Main Carriageway – 6.5m

Accommodation Works	Road at site location

No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 42 Grid Reference: 50.90971, -0.37919

Location Plan	Location Photograph
	

Type of Access – Construction and Operational

Road Accessed – A283

Width of Access Road – N/A

Width of Main Carriageway – 6.5

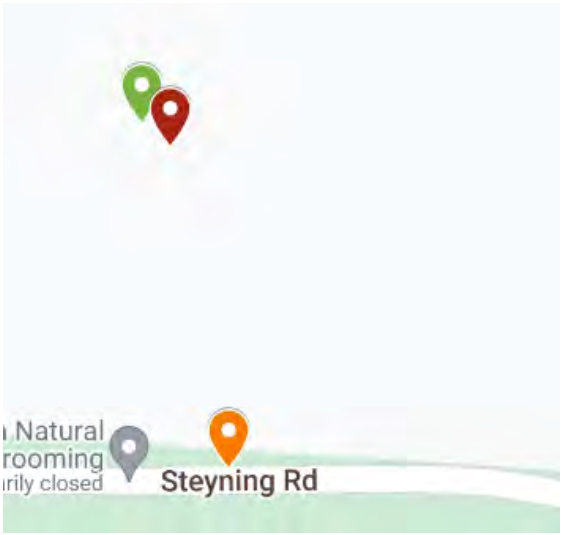
Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 43, 43a & 43b Grid Reference:

50.90961, -0.36387, 50.91072, -0.36418, 50.91079, -0.36433

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – A283

Width of Access Road – 3m

Width of Main Carriageway – 6.5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 44 Grid Reference: 50.92003, -0.35335

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Spithandle Lane

Width of Access Road – 3m

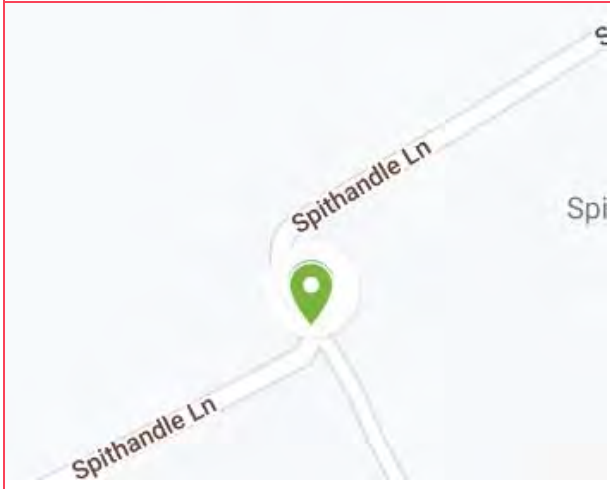
Width of Main Carriageway – 5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 45 Grid Reference: 50.92166, -0.34693

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Spithandle Lane

Width of Access Road – 3m

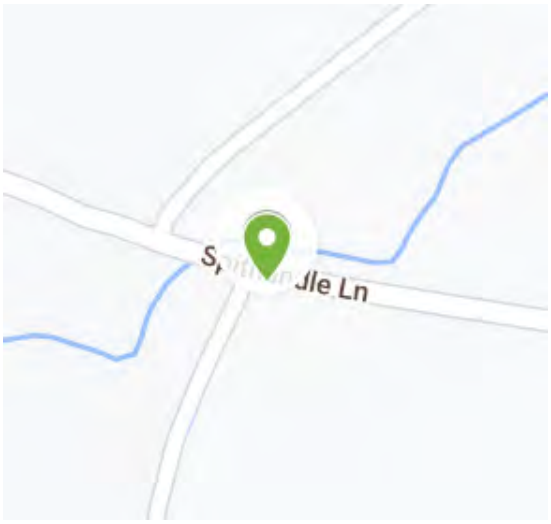
Width of Main Carriageway – 5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 46 Grid Reference: 50.92419, -0.33472

Location Plan	Location Photograph
	

Type of Access – Light Construction and Operational

Road Accessed – Spithandle Lane

Width of Access Road – 3m

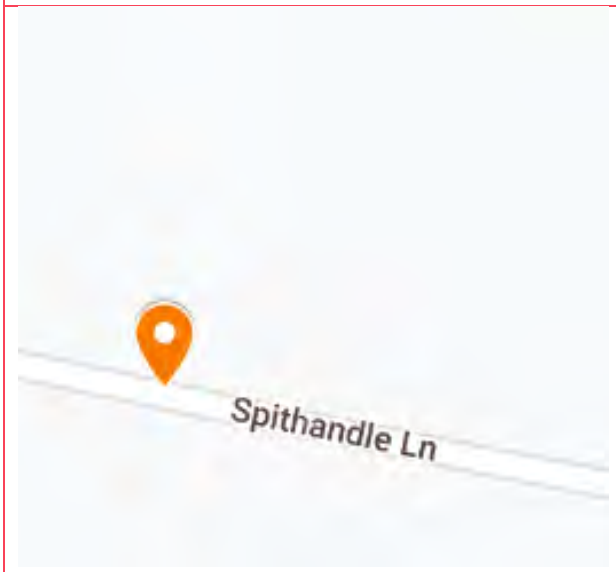
Width of Main Carriageway – 5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 47 Grid Reference: 50.9221, -0.32463

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – Spithandle Lane

Width of Access Road – N/A

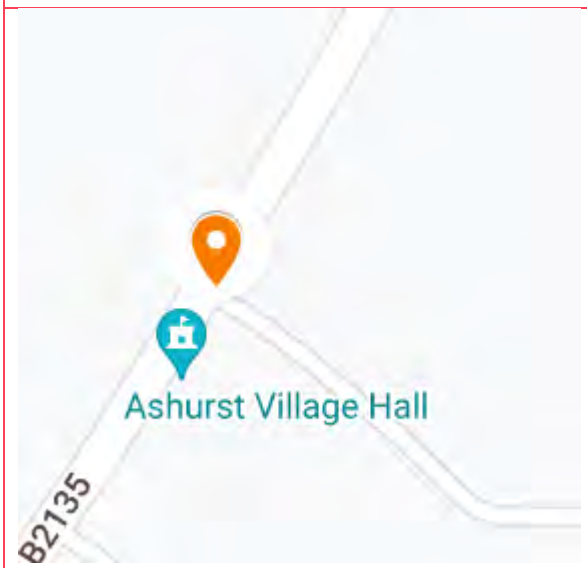
Width of Main Carriageway – 5m

Accommodation Works	**Road at site location**
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 48 Grid Reference: 50.9336, -0.32152

Location Plan	**Location Photograph**
	

Type of Access – Construction and operational

Road Accessed – B2135

Width of Access Road – 3m

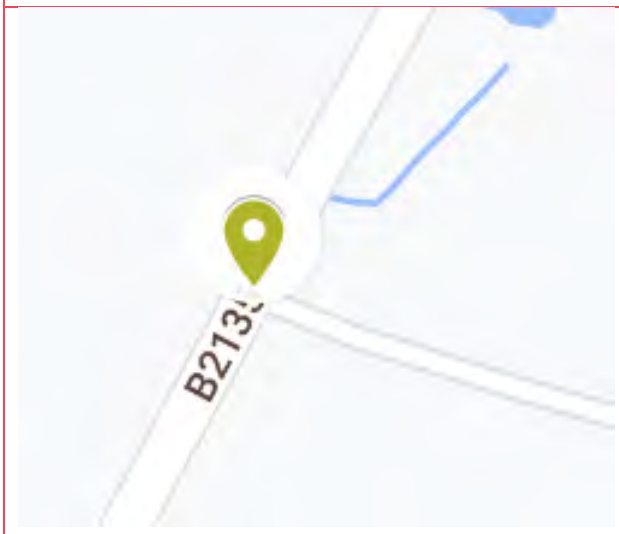
Width of Main Carriageway – 6m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 49 Grid Reference: 50.94145, -0.31486

Location Plan	Location Photograph
	

Type of Access – Light Construction and Operational

Road Accessed – B2135

Width of Access Road – 3m

Width of Main Carriageway – 6m

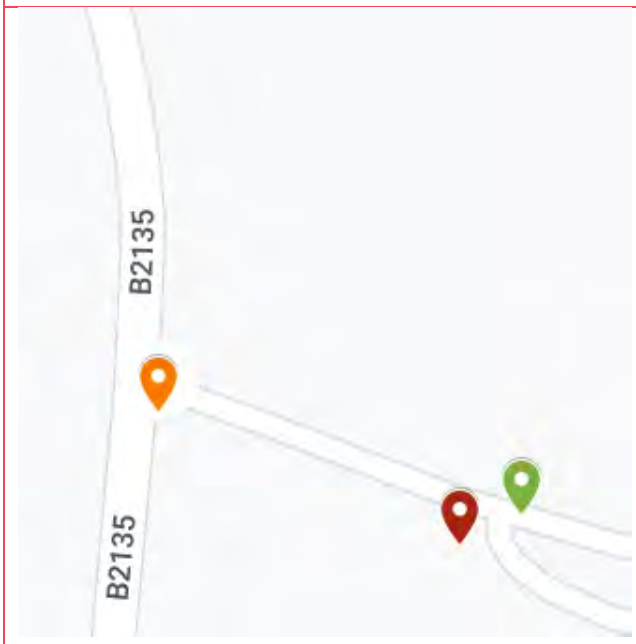
Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 50, 50a & 50b Grid Reference:

50.94791, -0.3065, 50.94767, -0.30563, 50.94772, -0.30546

Location Plan	Location Photograph
	

Type of Access – Construction and Operational

Road Accessed – B2135

Width of Access Road – 4m

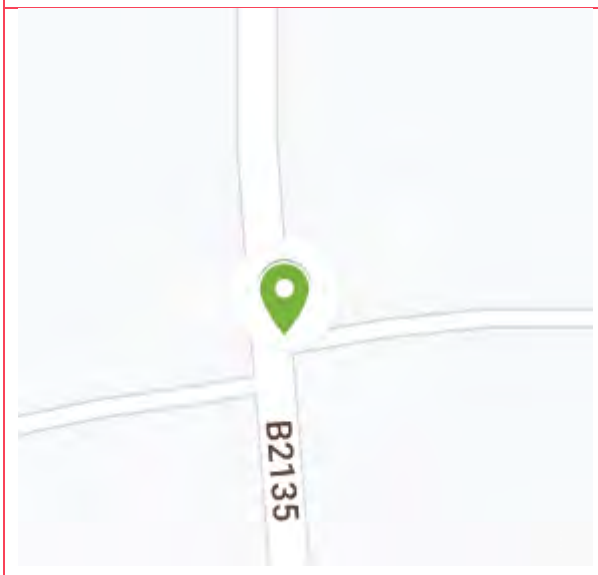
Width of Main Carriageway – 6m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 51 Grid Reference: 50.95324, -0.30743

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – B2135

Width of Access Road – 5m

Width of Main Carriageway – 6m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 52 Grid Reference: 50.95594, -0.28367

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – A281

Width of Access Road – 4m

Width of Main Carriageway – 6.3m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 53 Grid Reference: 50.96157, -0.29701

Location Plan	Location Photograph
	

Type of Access – Construction

Road Accessed – B2116

Width of Access Road – 5m

Width of Main Carriageway – 6m

Accommodation Works	Road at site location

No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 54 Grid Reference: 50.96072, -0.29179

Location Plan	**Location Photograph**
	

Type of Access – Operational

Road Accessed – B2116

Width of Access Road – 5m

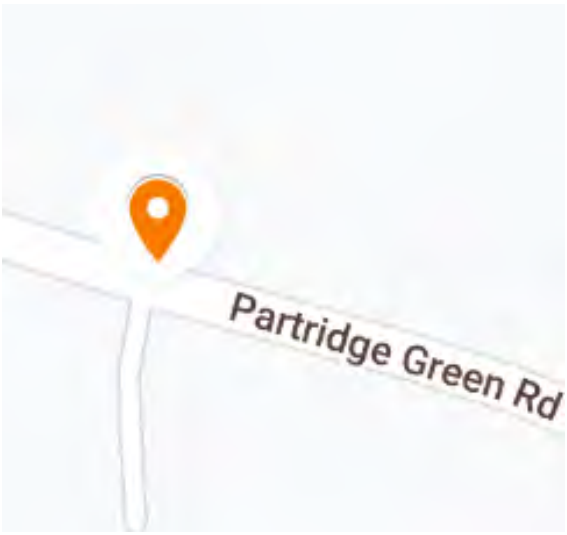
Width of Main Carriageway – 8m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 55 Grid Reference: 50.96056, -0.28852

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – B2116

Width of Access Road – N/A

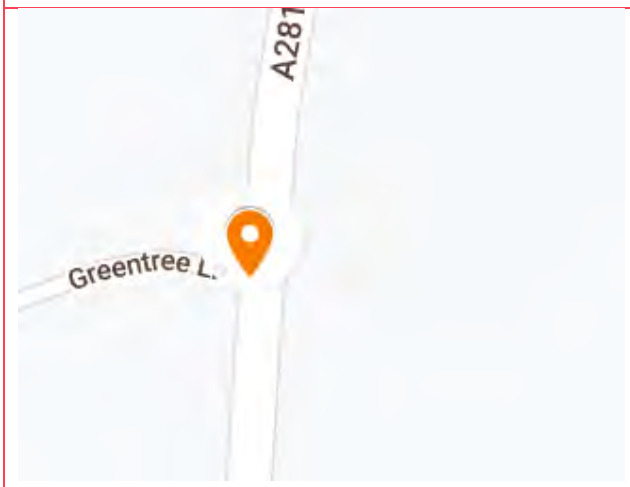
Width of Main Carriageway – 8m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 56 Grid Reference: 50.96761, -0.27975

Location Plan	Location Photograph
	

Type of Access – Constructional and operational

Road Accessed – A281

Width of Access Road – 3m

Width of Main Carriageway – 6.3m

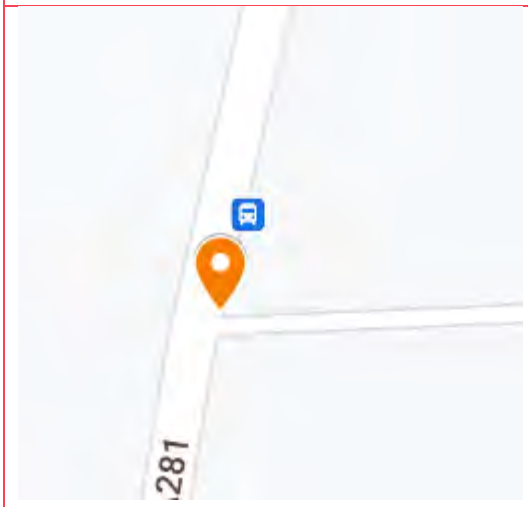
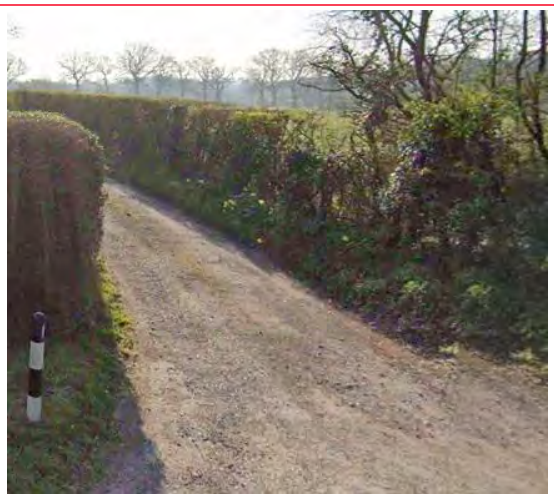
Accommodation Works	Road at site location

No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 57 Grid Reference: 50.96873, -0.27936

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – A281

Width of Access Road – 3m

Width of Main Carriageway – 6.3m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 58 Grid Reference: 50.97862, -0.27852

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – A281

Width of Access Road – 5m

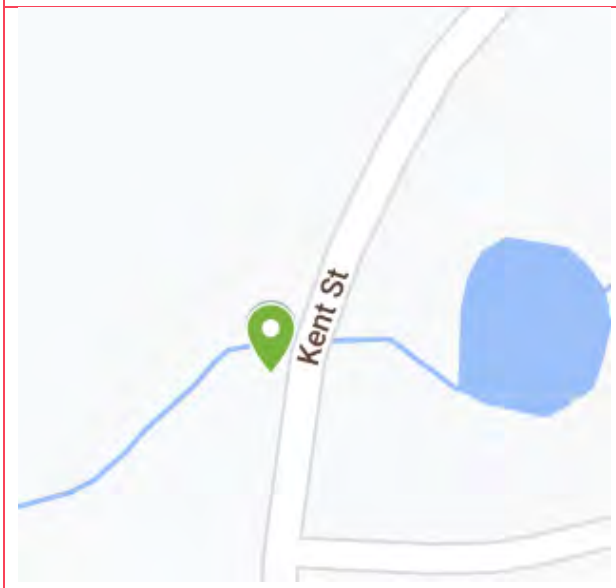
Width of Main Carriageway – 6.3m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 59 Grid Reference: 50.98008, -0.25061

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Kent Street

Width of Access Road – N/A

Width of Main Carriageway – 3m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 60 Grid Reference: 50.98064, -0.25009

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Kent Street

Width of Access Road – 3m

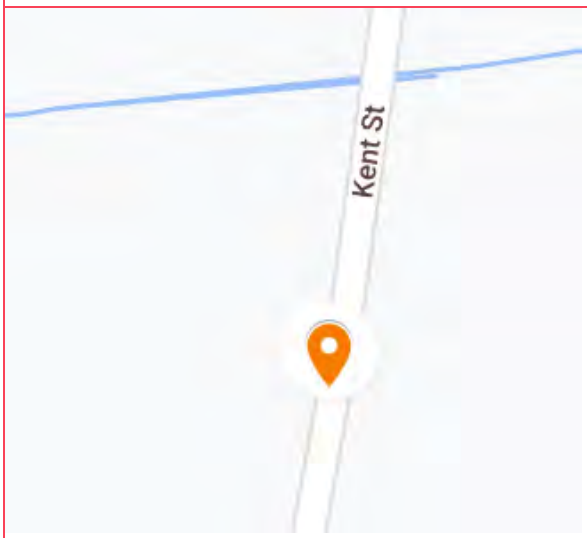
Width of Main Carriageway – 3m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 61 Grid Reference: 50.98494, -0.24674

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – Kent Street

Width of Access Road – 3m

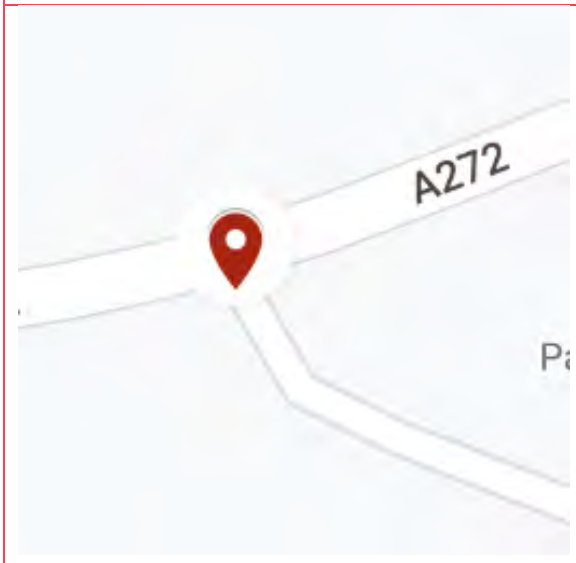
Width of Main Carriageway – 3m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 62 Grid Reference: 50.98957, -0.25742

Location Plan	Location Photograph
	

Type of Access – Construction

Road Accessed – A272

Width of Access Road – 6m

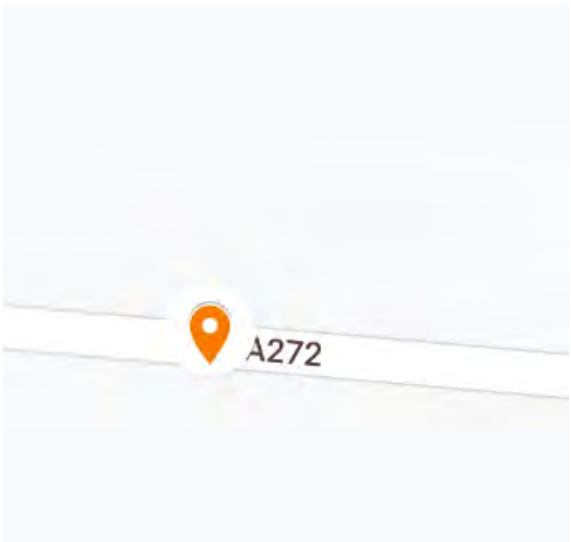
Width of Main Carriageway – 8m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 63 Grid Reference: 50.99104, -0.24763

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – A272

Width of Access Road – N/A

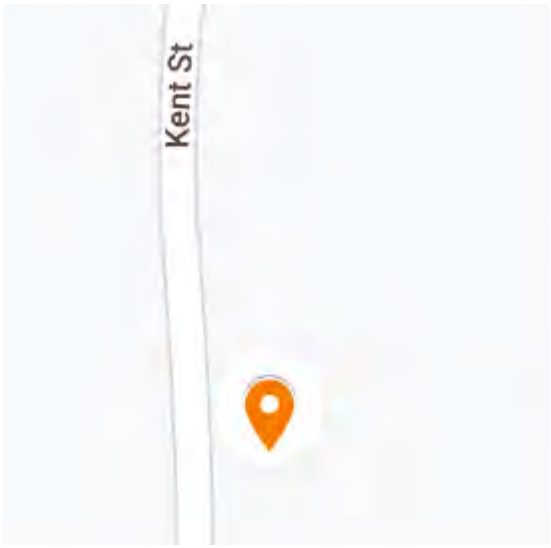
Width of Main Carriageway – 8m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 64 Grid Reference: 50.98917, -0.24653

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – Kent Street

Width of Access Road – 4m

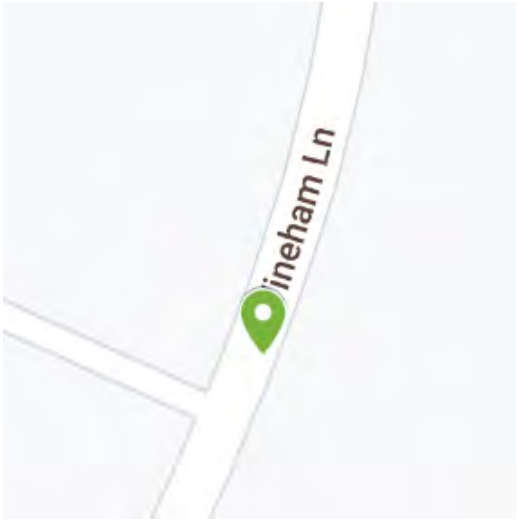
Width of Main Carriageway – 3m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 65 Grid Reference: 50.98235, -0.23342

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Wineham Lane

Width of Access Road – N/A

Width of Main Carriageway – 5.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 66 Grid Reference: 50.98069, -0.2348

Location Plan	Location Photograph
	

Type of Access – Light Construction and Operational

Road Accessed – Wineham Lane

Width of Access Road – N/A

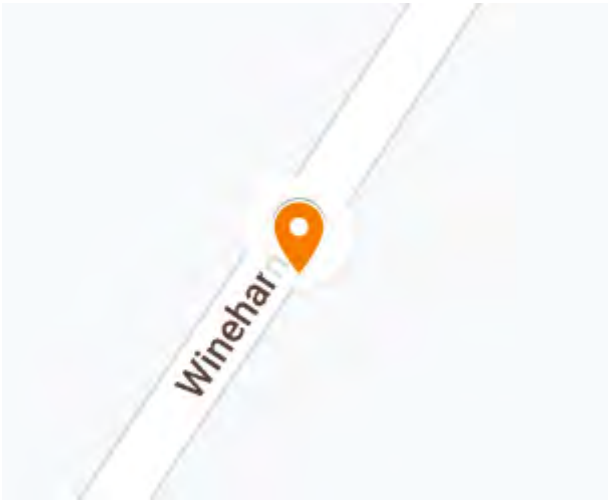
Width of Main Carriageway – 5.5m

Accommodation Works	Road at site location
New temporary construction bellmouth required	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 67 Grid Reference: 50.98023, -0.23523

Location Plan	Location Photograph
	

Type of Access – Construction and operational

Road Accessed – Wineham Lane

Width of Access Road – N/A

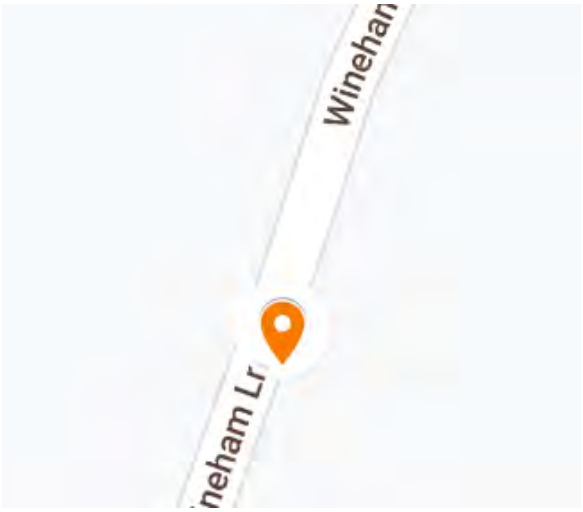
Width of Main Carriageway – 5.5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 68 Grid Reference: 50.97613, -0.23849

Location Plan	Location Photograph
	

Type of Access – Construction

Road Accessed – Wineham Lane

Width of Access Road – 6m

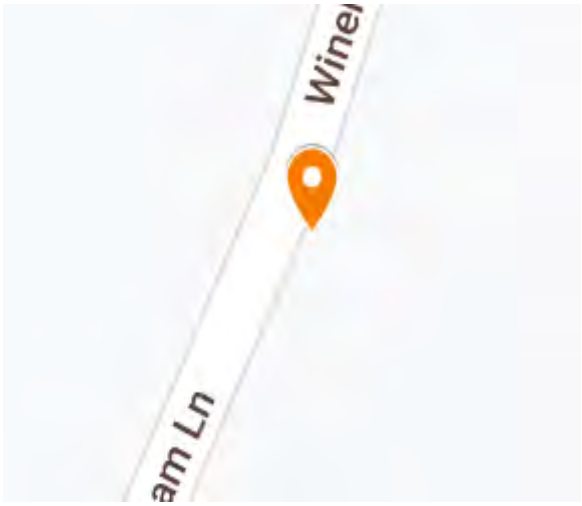
Width of Main Carriageway – 5.5m

Accommodation Works	Road at site location
No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Access 69 Grid Reference: 50.97571, -0.23872

Location Plan	Location Photograph
	

Type of Access – Operational

Road Accessed – Wineham Lane

Width of Access Road – 5m

Width of Main Carriageway – 5.5m

Accommodation Works	Road at site location

No accommodation works required – existing access	

Access Visibility Requirements

To be provided as per the **draft Development Consent Order (DCO)** (Document Reference: 3.1) requirement.

Appendix B
Figures

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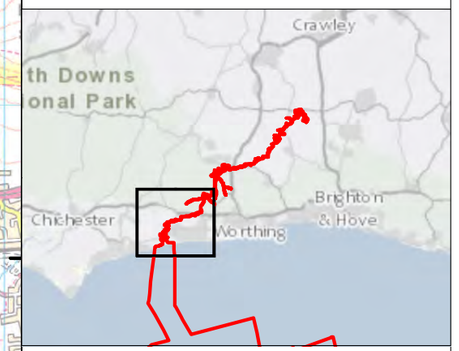
498000 501000 504000 507000

109000 106000 103000 100000

Climping compound
(accessed from Church Lane)
Site Access 5

Key

- Proposed DCO Order Limits
- Temporary construction compounds



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British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.1a Onshore part of the proposed DCO Order Limits

Outline Construction Traffic Management Plan

Environmental Statement

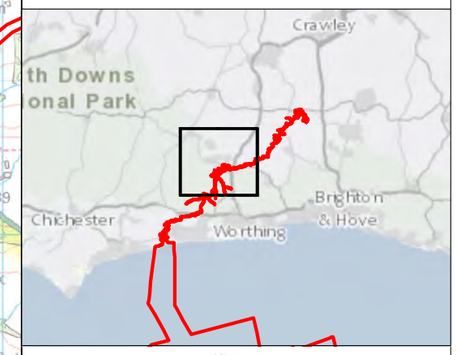
System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-5298	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	Final

Key

- Proposed DCO Order Limits
- Temporary construction compounds

Washington compound (accessed from A283) Site Access 39



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British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.1b Onshore part of the proposed DCO Order Limits

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-5298	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	Final

516000 519000 522000 525000

124000 121000 118000 115000

Oakendene substation compound

Oakendene west compound (accessed from A272) Site Access 62

Existing National Grid Bolney substation compound

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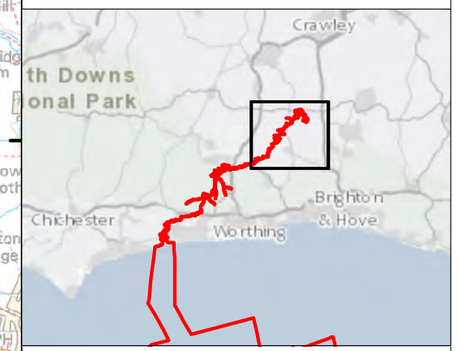
Key

Proposed DCO Order Limits

Temporary construction compounds



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1:40,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

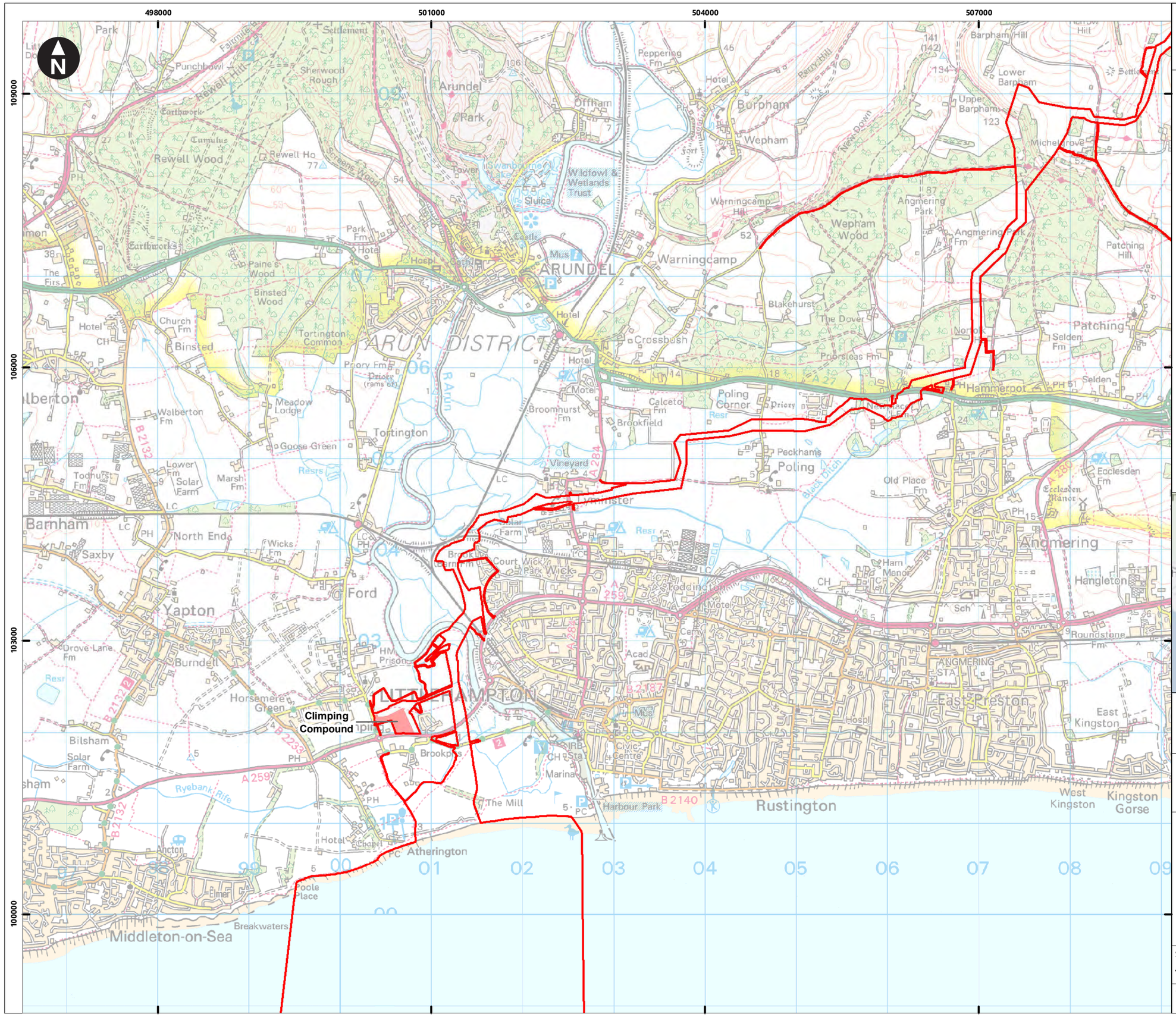
Figure 7.6.1c Onshore part of the proposed DCO Order Limits

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-5298	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	Final



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Key

- Proposed DCO Order Limits
- Temporary construction compounds

Kilometres
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1:40,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.2a Temporary construction compound locations

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-5687	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	Final

504000 507000 510000 513000 516000

118000 115000 112000 109000

Washington Compound

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Key

- Proposed DCO Order Limits
- Temporary construction compounds

Kilometres
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1:40,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

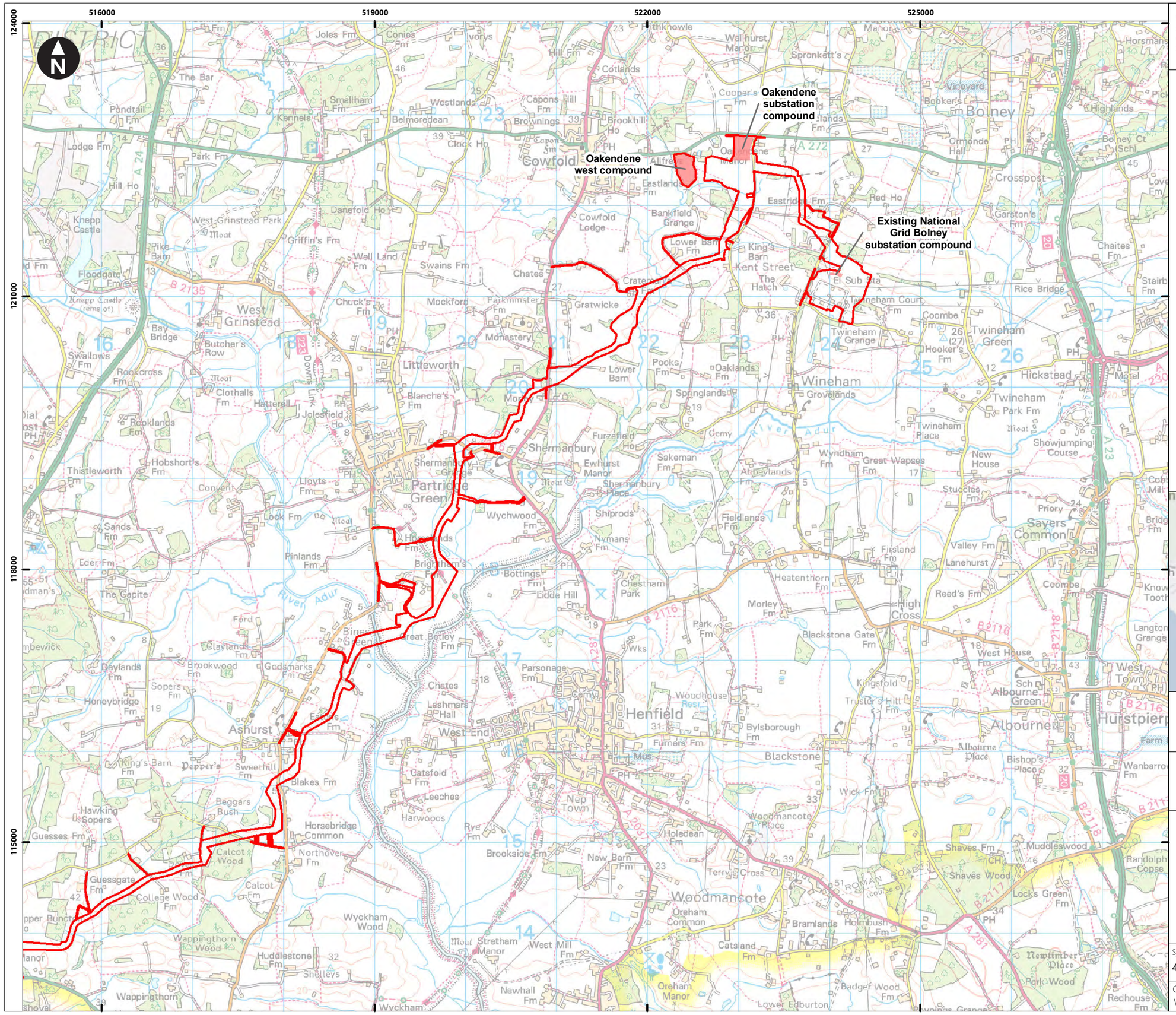
Figure 7.6.2b Temporary construction compound locations

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-5687	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	Final



Key

- Proposed DCO Order Limits
- Temporary construction compounds

Kilometres
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British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

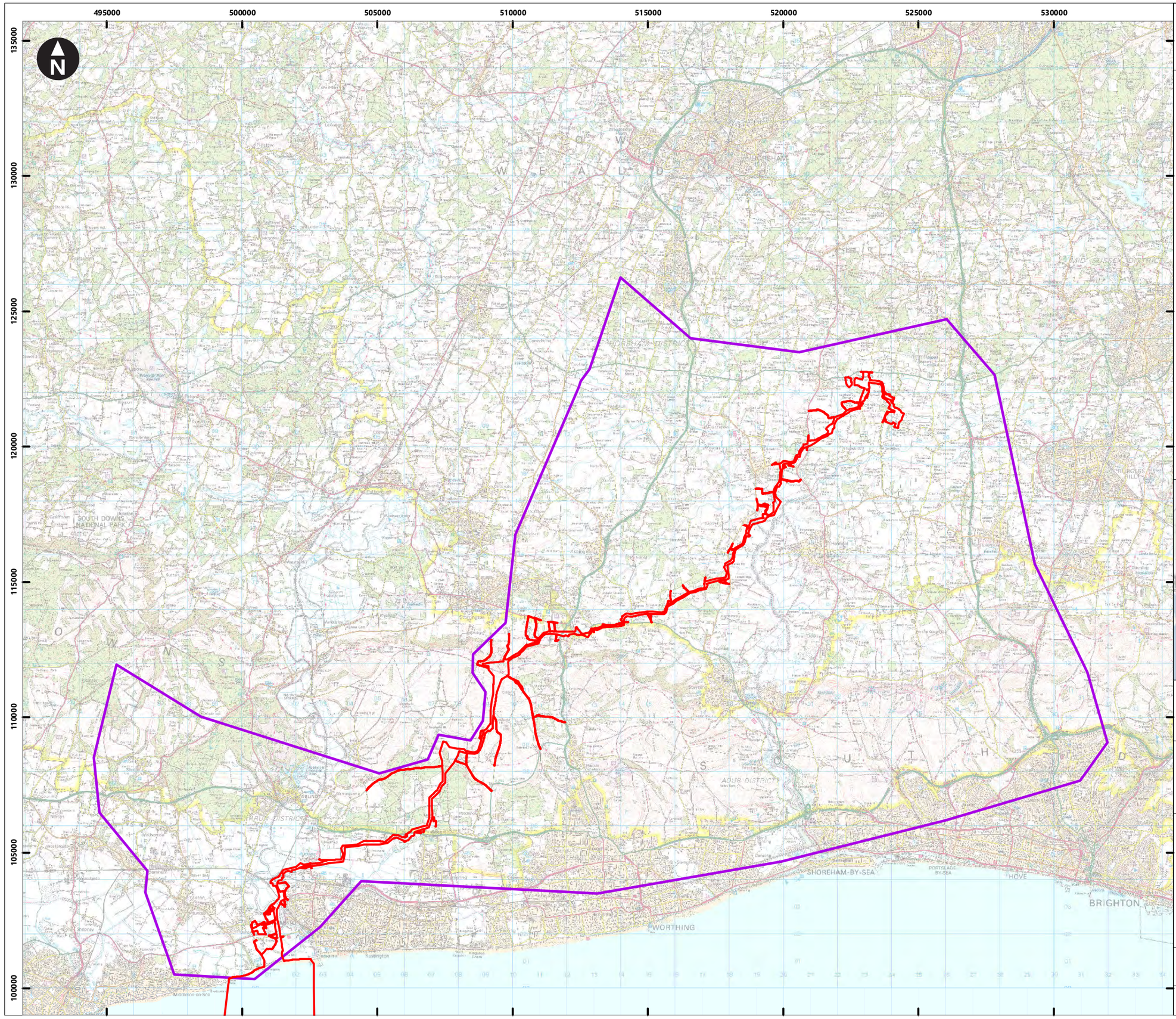
Figure 7.6.2c Temporary construction compound locations

Outline Construction Traffic Management Plan

Environmental Statement

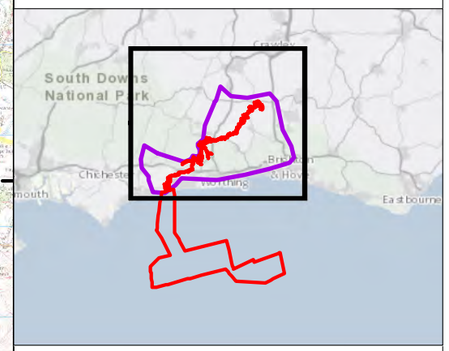
System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-5687	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	Final



Key

- Proposed DCO Order Limits
- Construction Traffic Management Plan Study Area (CTMP)



Kilometres

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Rampion Extension Development

Rampion 2 WIND FARM

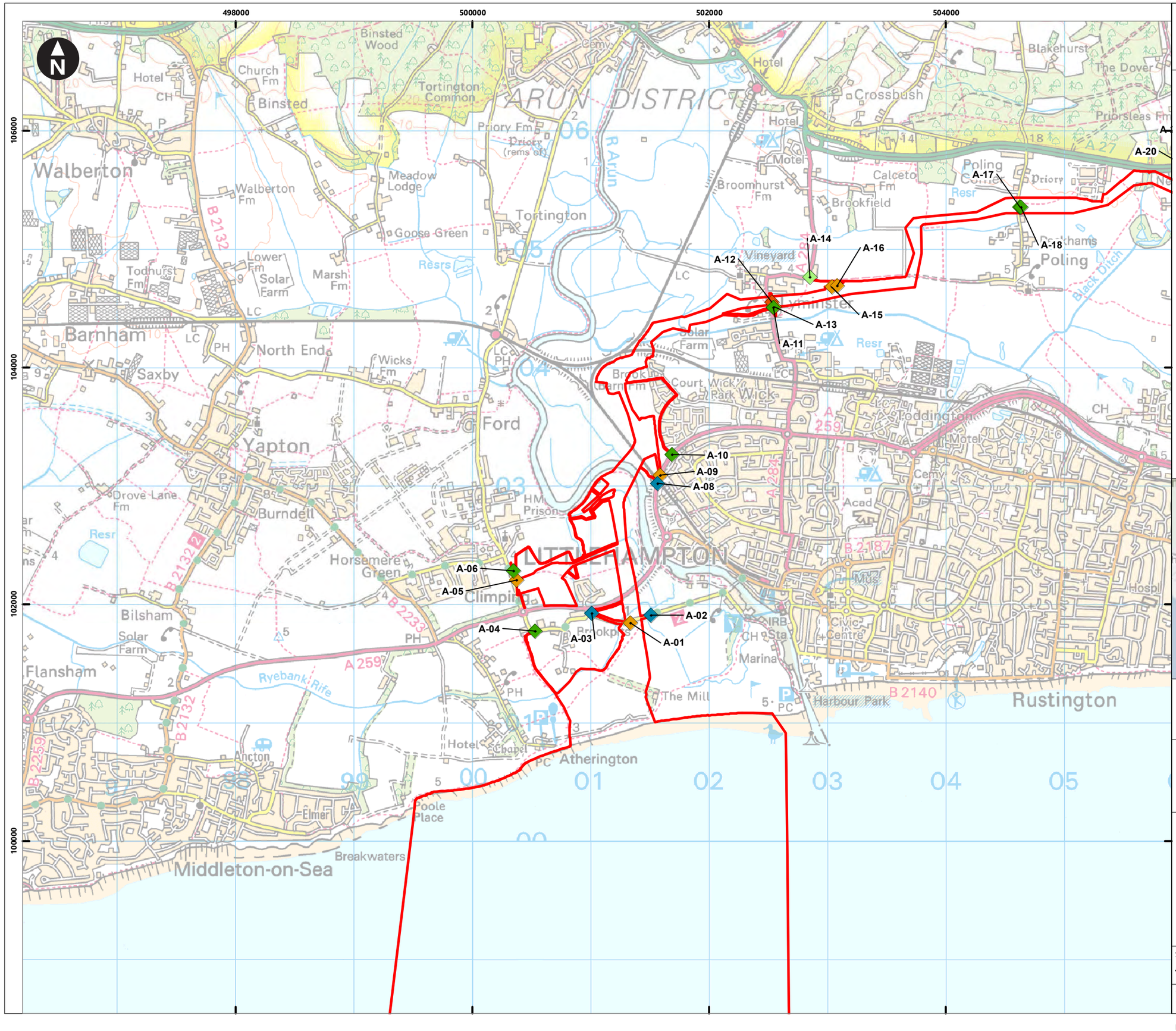
Rampion 2 Offshore Wind Farm

Figure 7.6.3 CTMP Study Area

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:				Version:
42285-WSPE-ES-ON-FG-OT-5167				1.0
Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 01/08/2023	Status: FINAL



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Key

Proposed DCO Order Limits

Access from public highway

- Construction
- Construction & operational
- Light construction
- Light construction & operational
- Operational

Kilometres

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1:30,817

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.4a Temporary construction and operational accesses

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-2626	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	FINAL

Key

- Proposed DCO Order Limits

Access from public highway

- Construction
- Construction & operational
- Light construction
- Light construction & operational
- Operational

Kilometres

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1:30,817

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.4b Temporary construction and operational accesses

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:				Version:
42285-WSPE-ES-ON-FG-OT-2626				1.0
Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 01/08/2023	Status: FINAL

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118000 116000 114000 112000

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Key

Proposed DCO Order Limits

Access from public highway

- Construction
- Construction & operational
- Light construction
- Light construction & operational
- Operational

Kilometres

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1:30,817

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

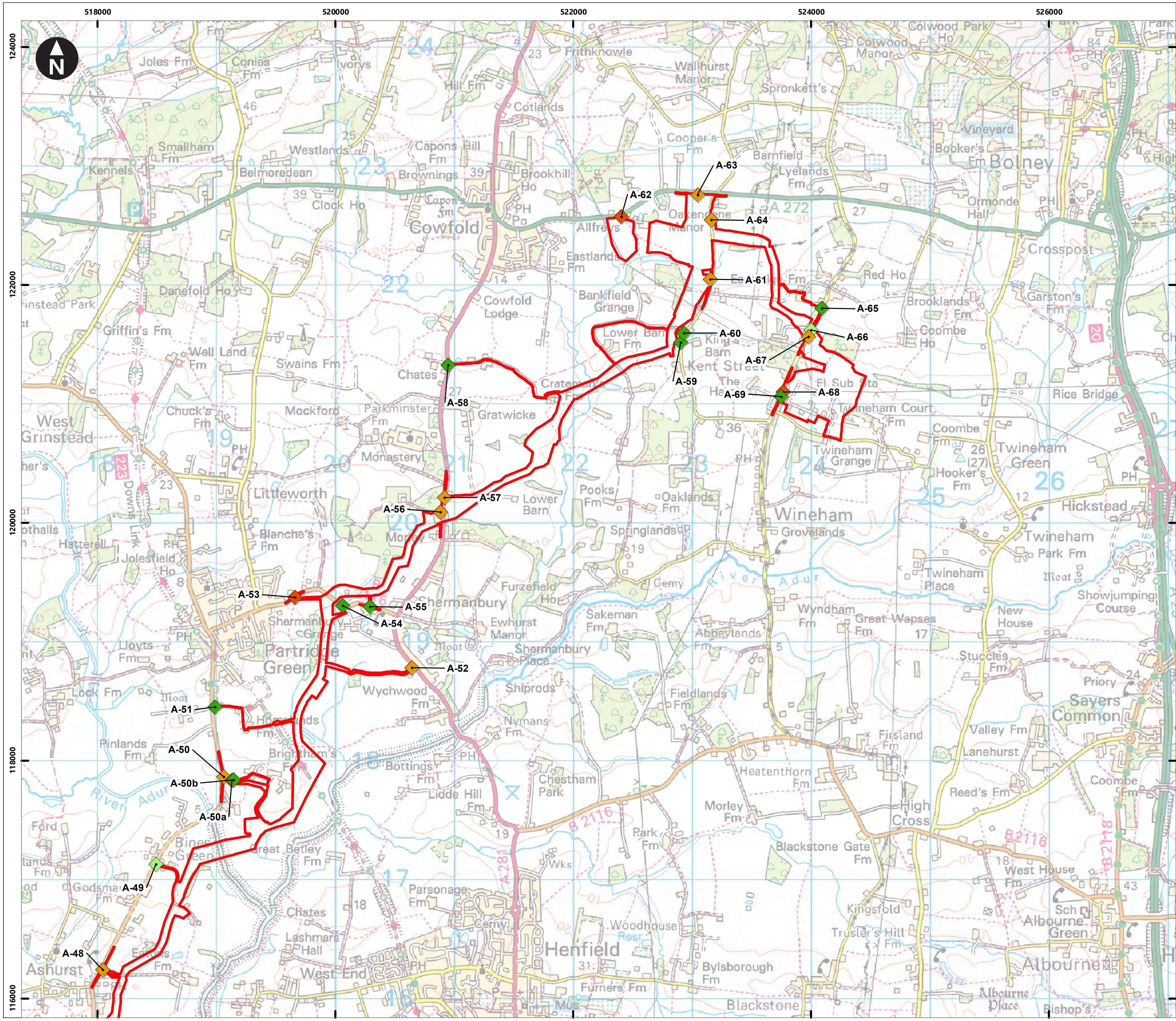
Figure 7.6.4c Temporary construction and operational accesses

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-2626	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	FINAL

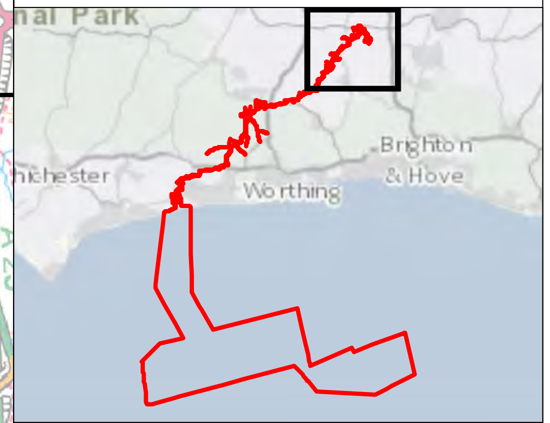


Key

Proposed DCO Order Limits

Access from public highway

- Construction
- Construction & operational
- Light construction
- Light construction & operational
- Operational



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Rampion Extension Development

Rampion 2 Offshore Wind Farm

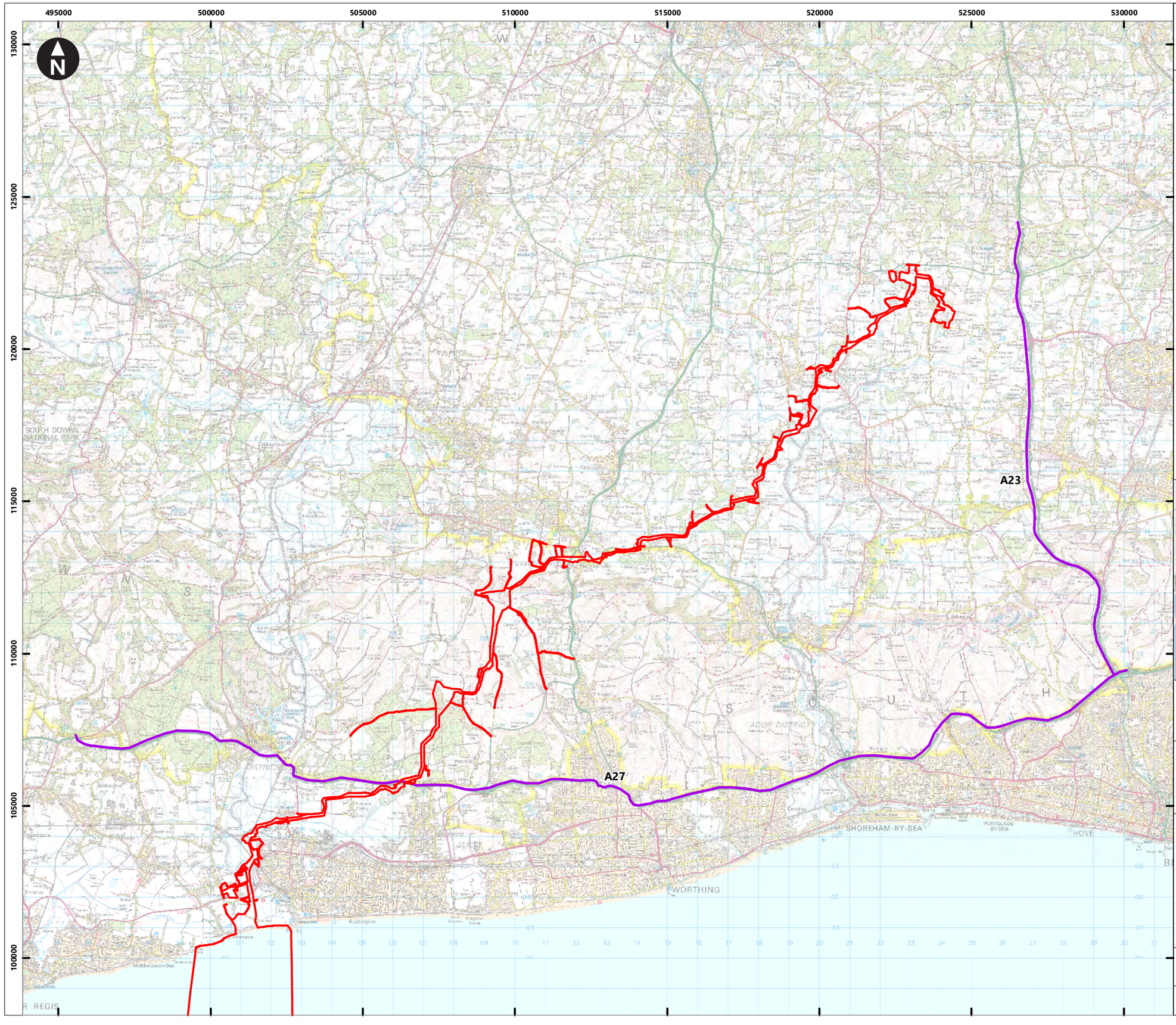
Figure 7.6.4d Temporary construction and operational accesses

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-2626	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	FINAL



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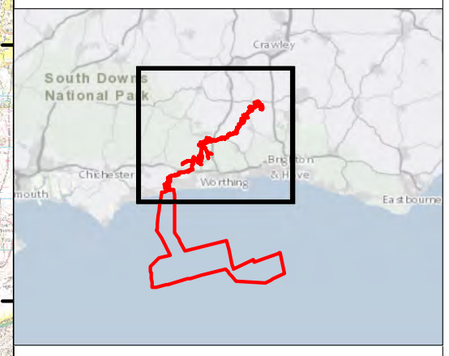
Key

- Proposed DCO Order Limits
- Strategic Access Routes



Kilometres

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Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.5 Strategic Access Routes

Outline Public Rights of Way Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-3464	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	FINAL

500000

505000

105000

Service Layer Credits: Contains OS data © Crown Copyright and database right 2023

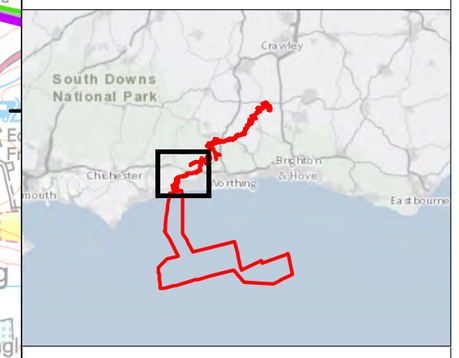
Key

Proposed DCO Order Limits

Routes from Compounds to Sites

Proposed HGV Routes From Compound to Site

Proposed LV routes from Compound to Site



Kilometres

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1:35,000

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.6a Local Access Routes

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:				Version:
42285-WSPE-ES-ON-FG-OT-7636				1.0
Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 08/08/2023	Status: FINAL

510000

515000

520000

115000

110000

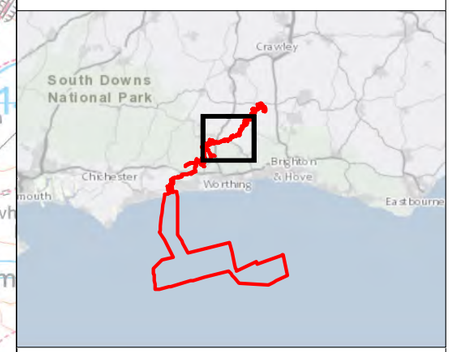
Key

Proposed DCO Order Limits

Routes from Compounds to Sites

Proposed HGV Routes From Compound to Site

Proposed LV routes from Compound to Site



Kilometres

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1:35,000

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.6b Local Access Routes

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-7636	1.0

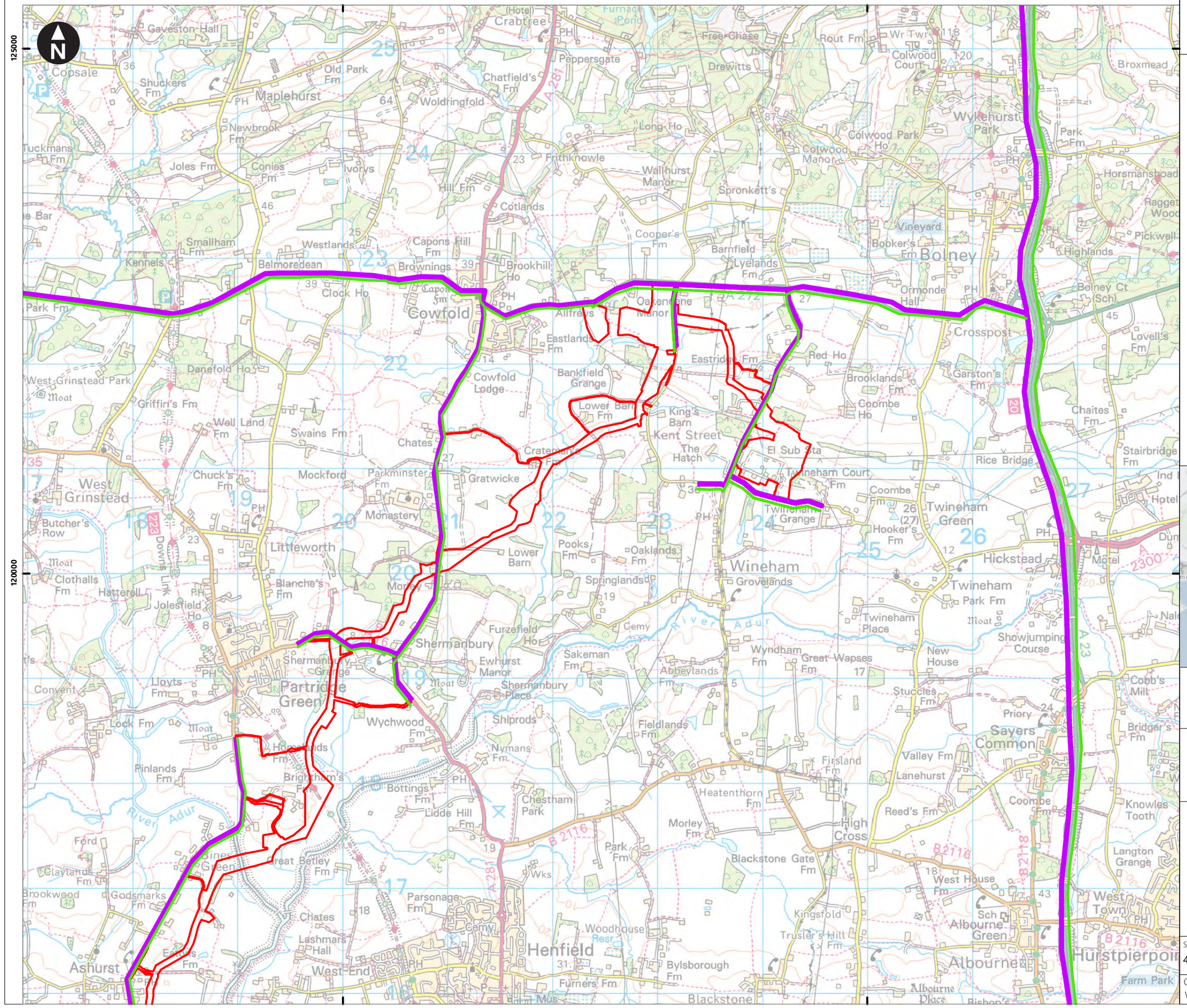
Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

520000

525000

125000

120000



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Key

Proposed DCO Order Limits

Routes from Compounds to Sites

Proposed HGV Routes From Compound to Site

Proposed LV routes from Compound to Site

Kilometres

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1:35,000

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

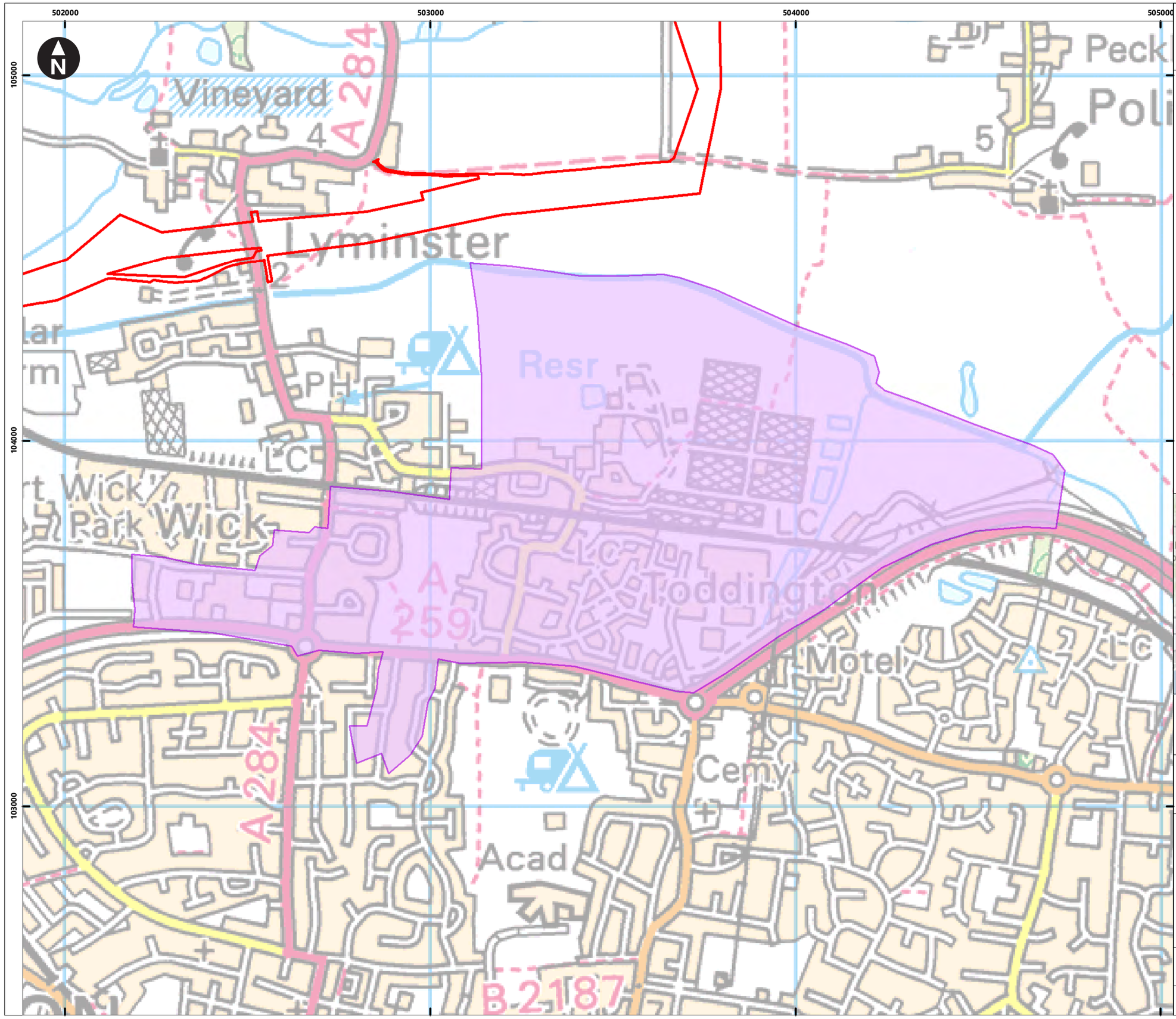
Figure 7.6.6c Local Access Routes

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-7636	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL



Key

- Proposed DCO Order Limits
- Onshore substation site
- Super output area

Kilometres

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1:10,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

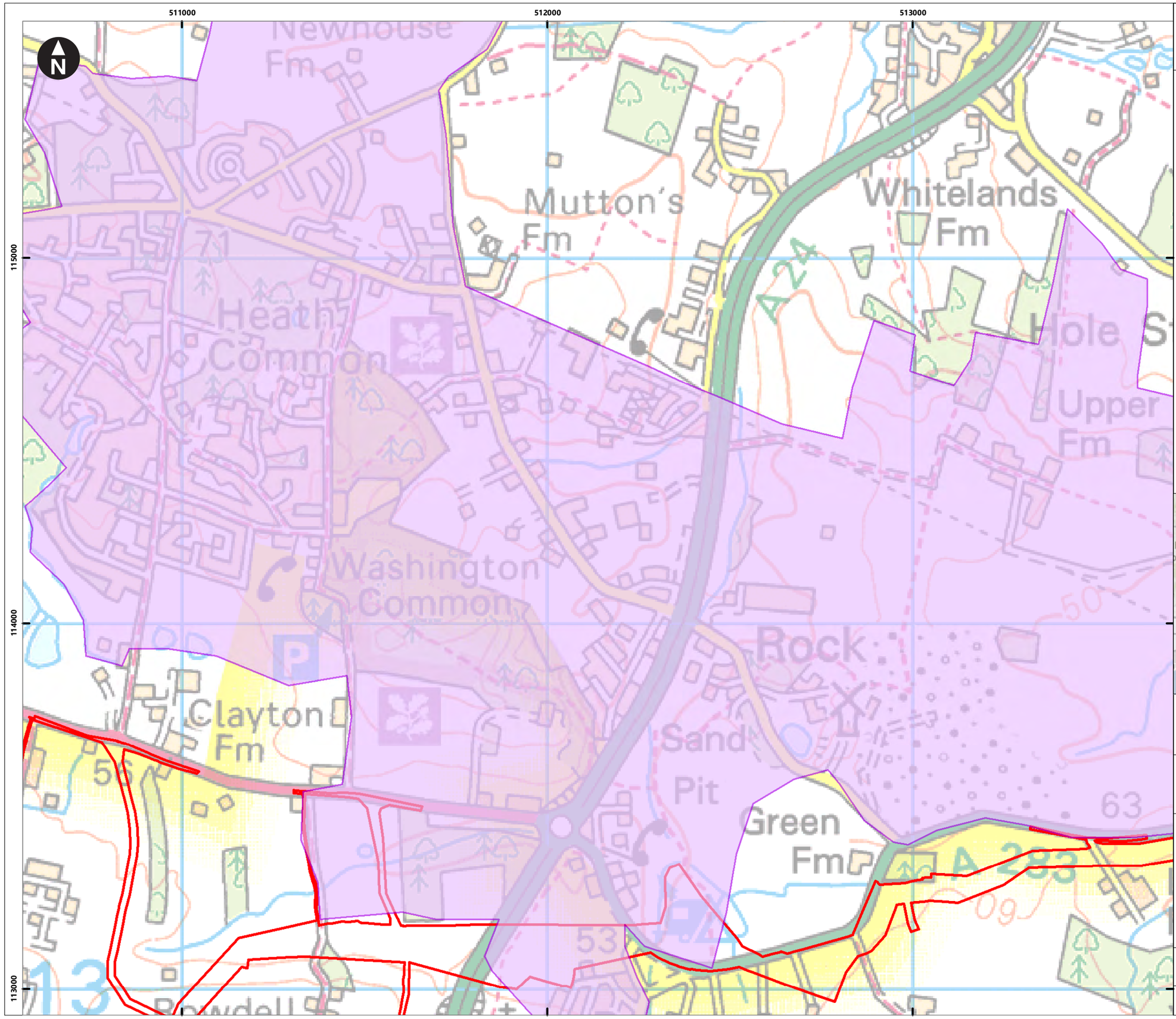
Figure 7.6.7a Staff Distribution

Outline Construction Traffic Management Plan

Evironmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-6821	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	04/08/2023	FINAL



Key

- Proposed DCO Order Limits
- Onshore substation site
- Super output area

b

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.7b Staff Distribution

Outline Construction Traffic Management Plan

Evironmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-6821	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	04/08/2023	FINAL

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Key

- Proposed DCO Order Limits
- Onshore substation site
- Super output area

Oakendene Substation

Kilometres

0 0.15 0.3 0.6 0.9 1.2

1:30,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.7c Staff Distribution

Outline Construction Traffic Management Plan

Evironmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-6821	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	04/08/2023	FINAL

c

500000
510000
520000
530000
120000
110000
100000
A23 North
A23
A27 East
A23 South
A27 West
A27
Guildford
Brighton & Hove
Portsmouth
SHOREHAM-BY-SEA
WORTHING
HOVE
Middleton on Sea

Key

- Proposed DCO Order Limits
- Exit Points
- Strategic Road Network

Kilometres
0 0.5 1 2 3 4

1:115,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.8 Exit points from the Transport Study Area

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-7452	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	Final

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505000

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A-24

A-21

A-20

A-22

A-14

A-15

A-12

A-16

A-13

A-09

A-08

A-05

A-02

A-03

A-01

Climping Compound

ARUN DISTRICT

LITTLEHAMPTON

ARUNDEL

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Key

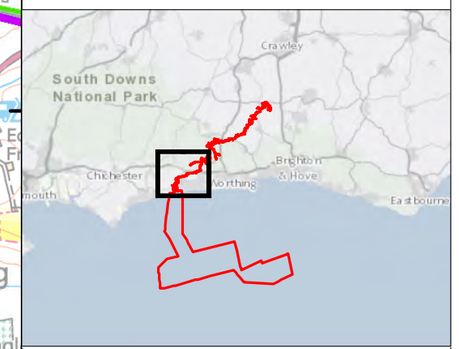
- Proposed DCO Order Limits
- Temporary construction compound

Routes from Compounds to Sites

- Proposed HGV Routes From Compound to Site
- Proposed LV routes from Compound to Site

Access from public highway

- Construction
- Construction & operational
- Light construction
- Light construction & operational



Kilometres

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Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.9a Routes from Compounds to Sites

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-6698	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
Wood	SHEPS	MORGS	08/08/2023	FINAL

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A-50

A-50a

A-49

A-48

A-46

A-47

A-33

A-35

A-38

Washington Compound

A-41

A-43a

A-43

A-42

A-40

A-37

A-39

Key

Proposed DCO Order Limits

Temporary construction compound

Routes from Compounds to Sites

Proposed HGV Routes From Compound to Site

Proposed LV routes from Compound to Site

Access from public highway

Construction

Construction & operational

Light construction

Light construction & operational

South Downs National Park

Kilometres

0 0.175 0.35 0.7 1.05 1.4

1:35,000

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.9b Routes from Compounds to Sites

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-6698	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
Wood	SHEPS	MORGS	08/08/2023	FINAL

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125000

120000

A-63

A-62

A-64

Oakendene substation compound

Oakendene west compound

A-61

A-66

A-67

Existing National Grid Bolney substation compound

A-68

A-57

A-56

A-53

A-52

A-50

A-50a

A-49

A-48

Key

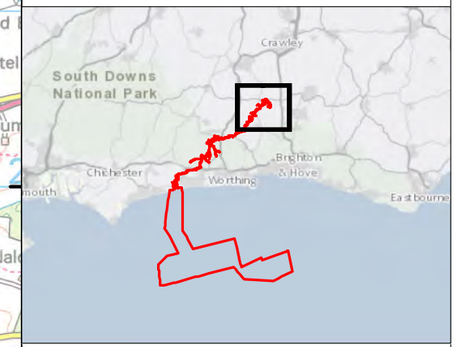
- Proposed DCO Order Limits
- Temporary construction compound

Routes from Compounds to Sites

- Proposed HGV Routes From Compound to Site
- Proposed LV routes from Compound to Site

Access from public highway

- Construction
- Construction & operational
- Light construction
- Light construction & operational



Kilometres

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Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

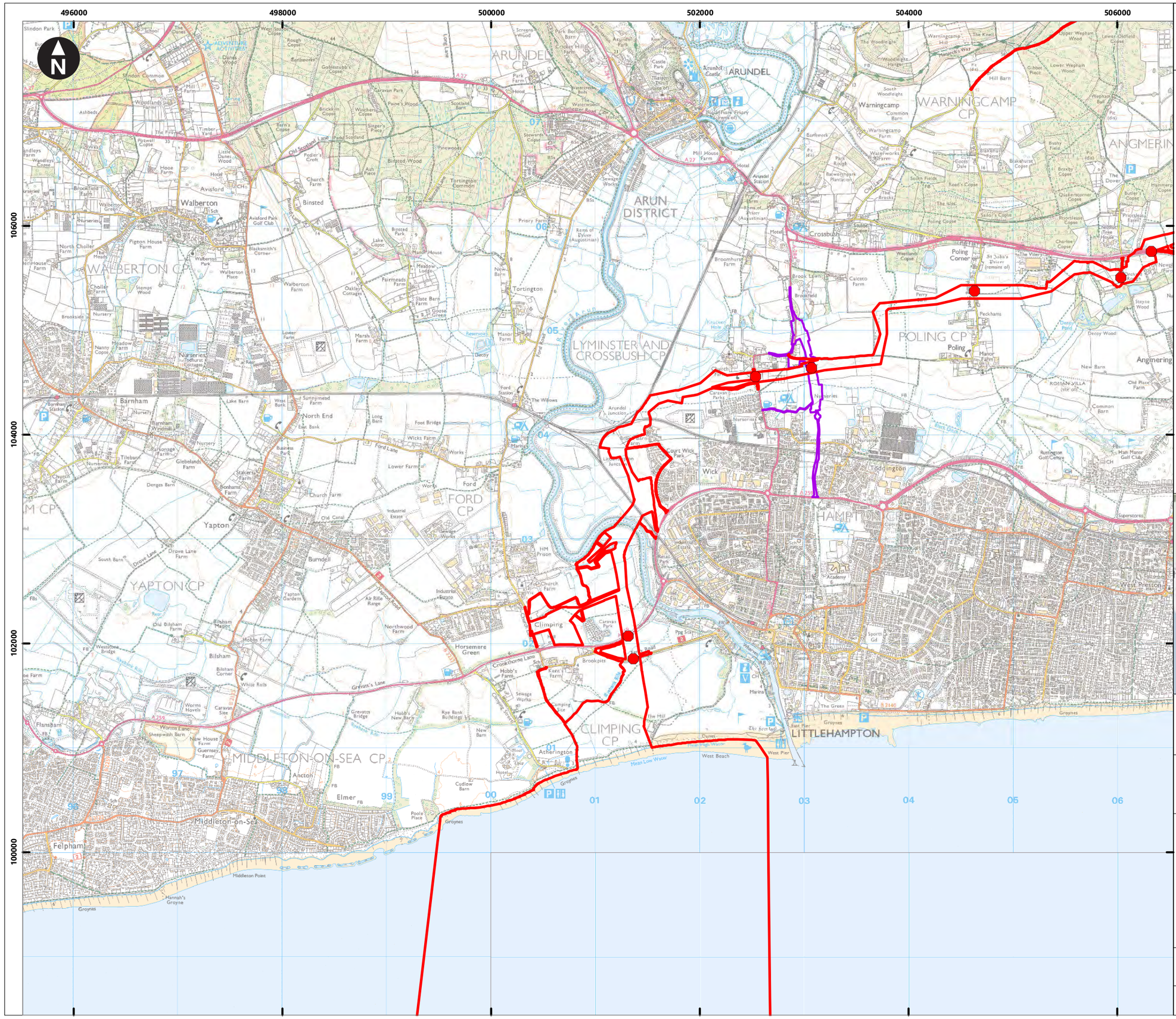
Figure 7.6.9c Routes from Compounds to Sites

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-6698	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
Wood	SHEPS	MORGS	08/08/2023	FINAL



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Key

- Proposed DCO Order Limits
- Onshore substation site
- Lyminster Bypass

Highway crossings

- Open cut crossing
- Trenchless crossing

Kilometres

0 0.175 0.35 0.7 1.05 1.4

1:35,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.10a Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-2125	1.0

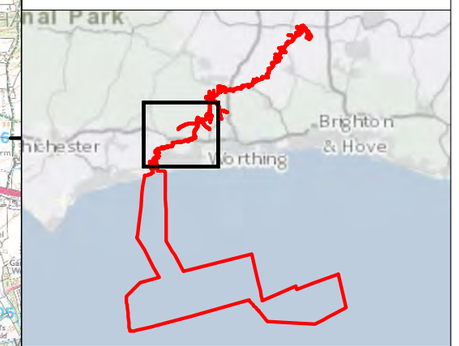
Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

Key

- Proposed DCO Order Limits
- Onshore substation site
- Lyminster Bypass

Highway crossings

- Open cut crossing
- Trenchless crossing



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British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

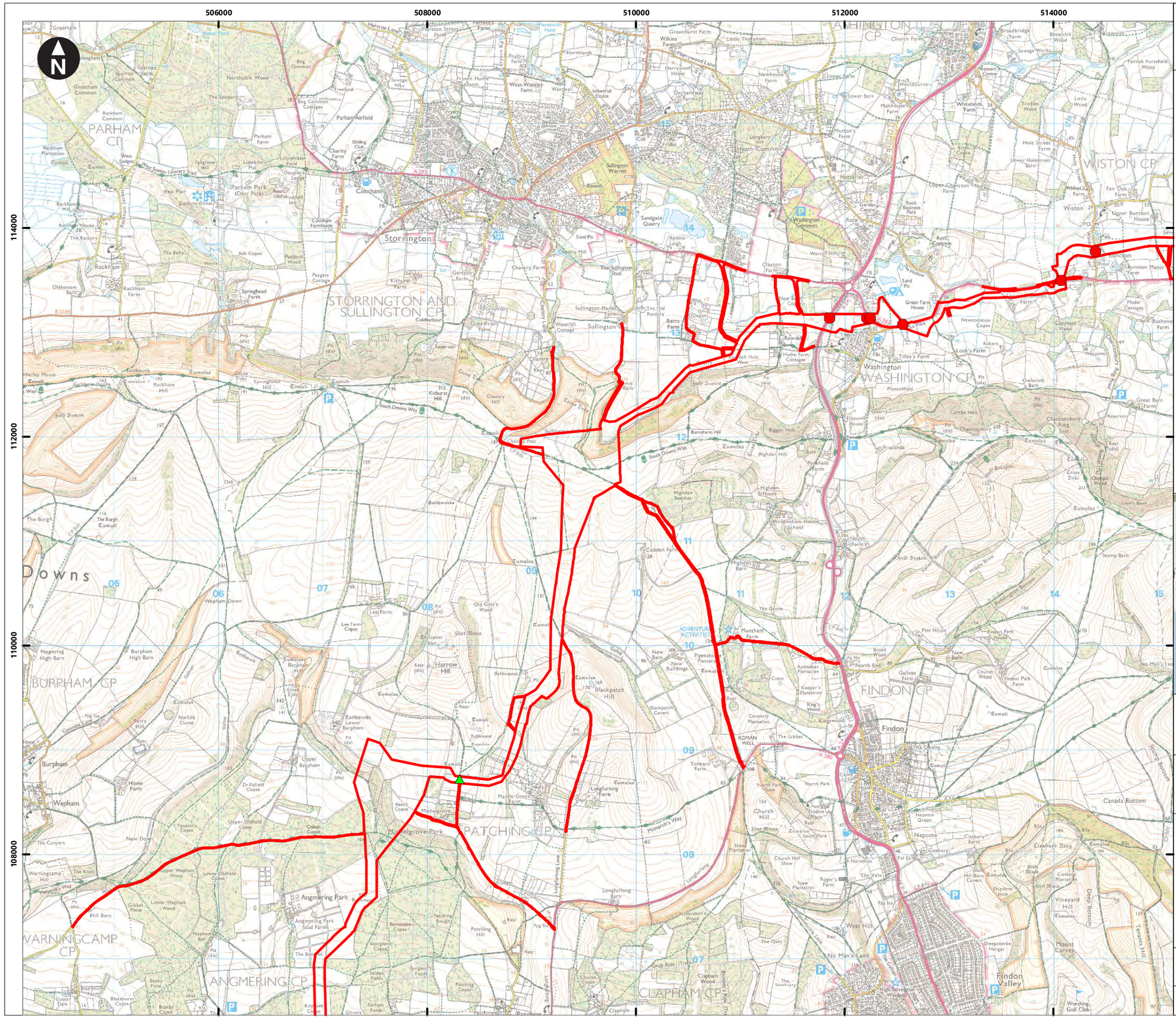
Figure 7.6.10b Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-2125	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL



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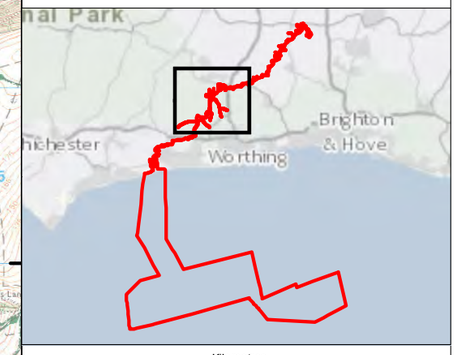
Key

- Proposed DCO Order Limits
- Onshore substation site
- Lyminster Bypass

Highway crossings

- Open cut crossing
- Trenchless crossing



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British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

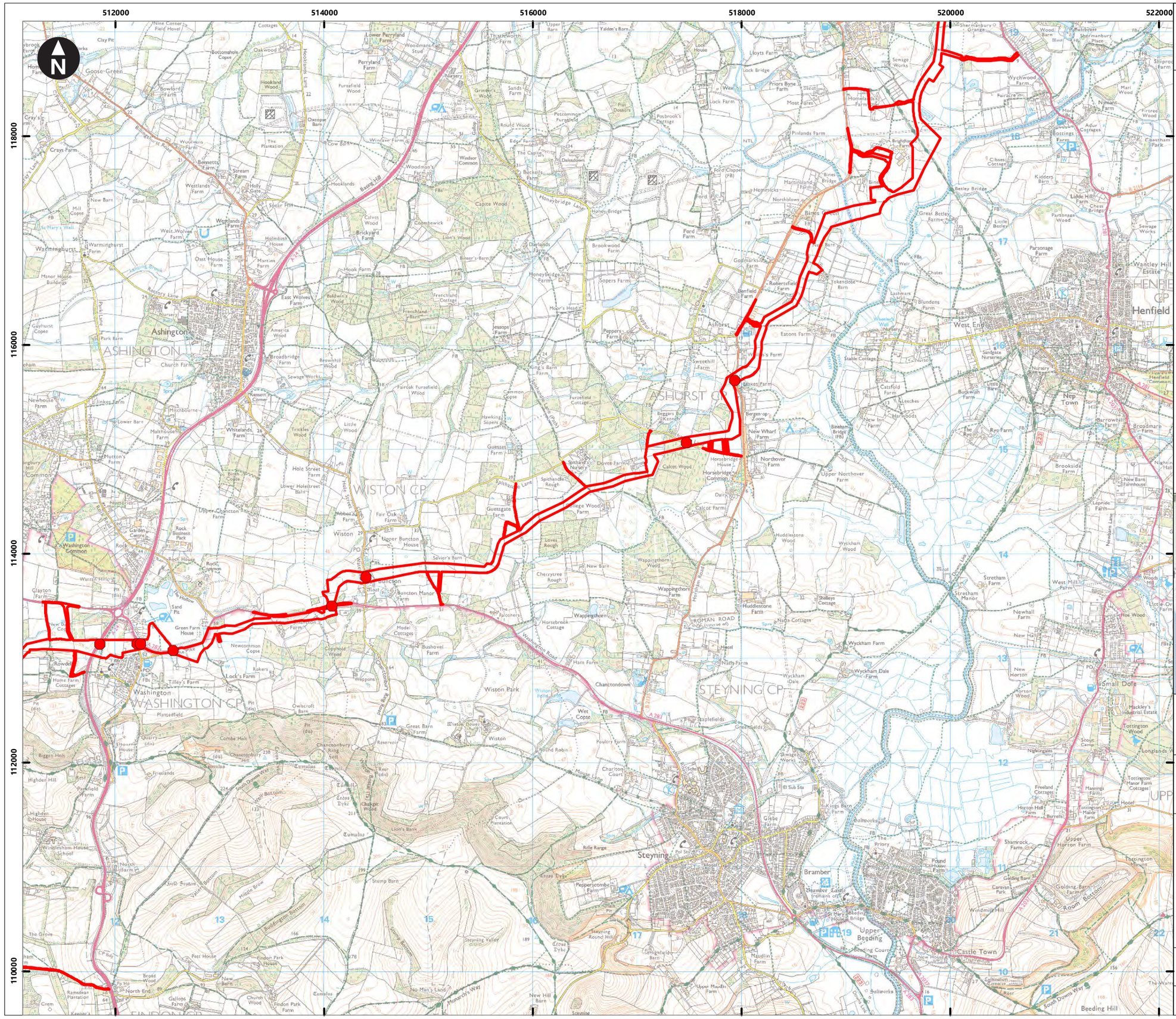
Figure 7.6.10c Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-2125	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL



Key

- Proposed DCO Order Limits
- Onshore substation site
- Lyminster Bypass

Highway crossings

- Open cut crossing
- Trenchless crossing

Kilometres

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1:35,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.10d Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-2125	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

Key

- Proposed DCO Order Limits
- Onshore substation site
- Lyminster Bypass

Highway crossings

- Open cut crossing
- Trenchless crossing

Kilometres
0 0.175 0.35 0.7 1.05 1.4

1:35,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

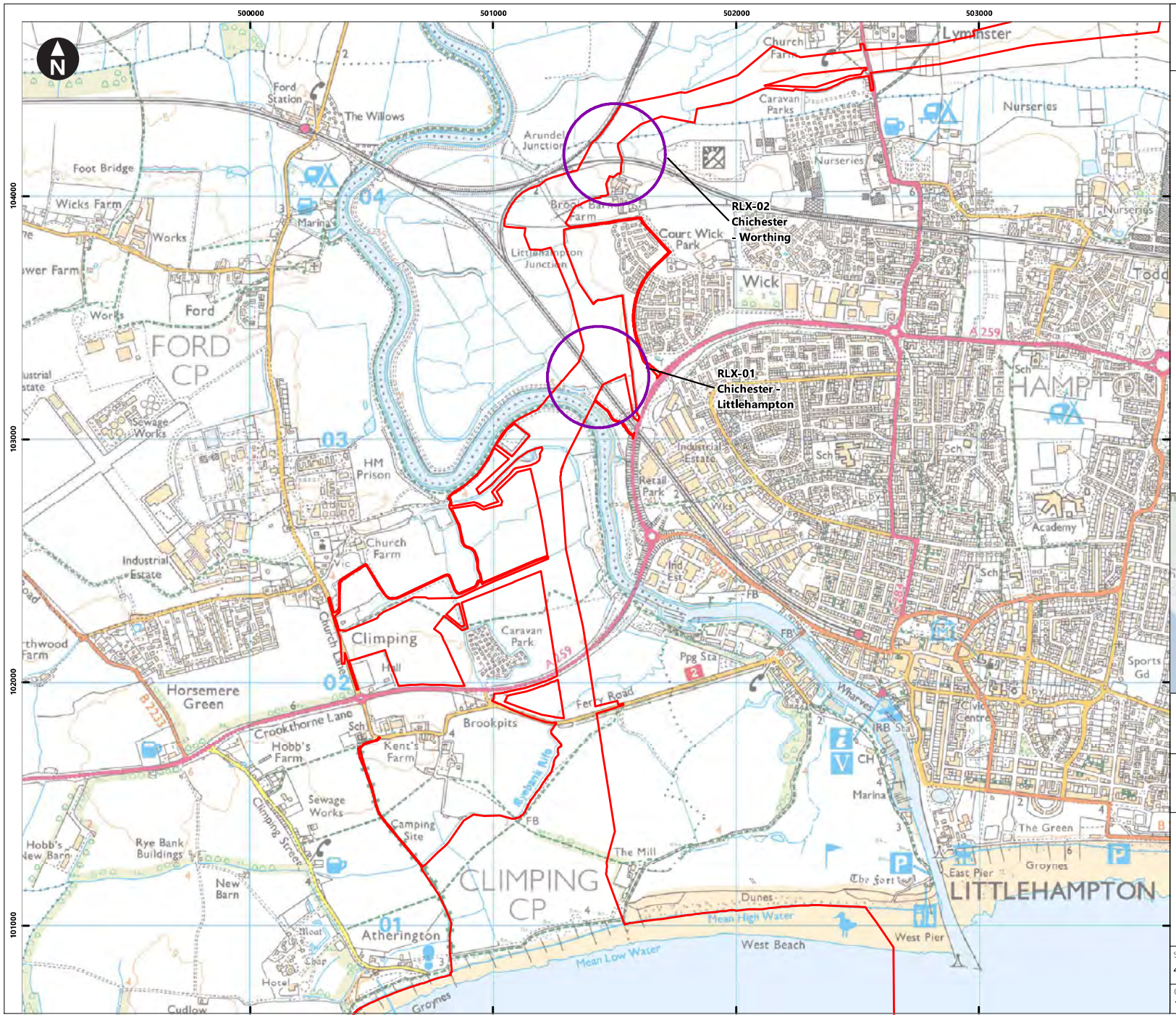
Figure 7.6.10e Onshore cable corridor highway crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-2125	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL



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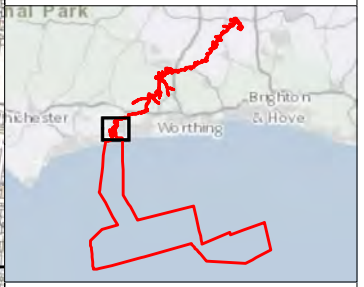
Key

- Proposed DCO Order Limits
- Location where the onshore cable corridor crosses railways*

*Note: These are trenchless crossings



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1:15,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

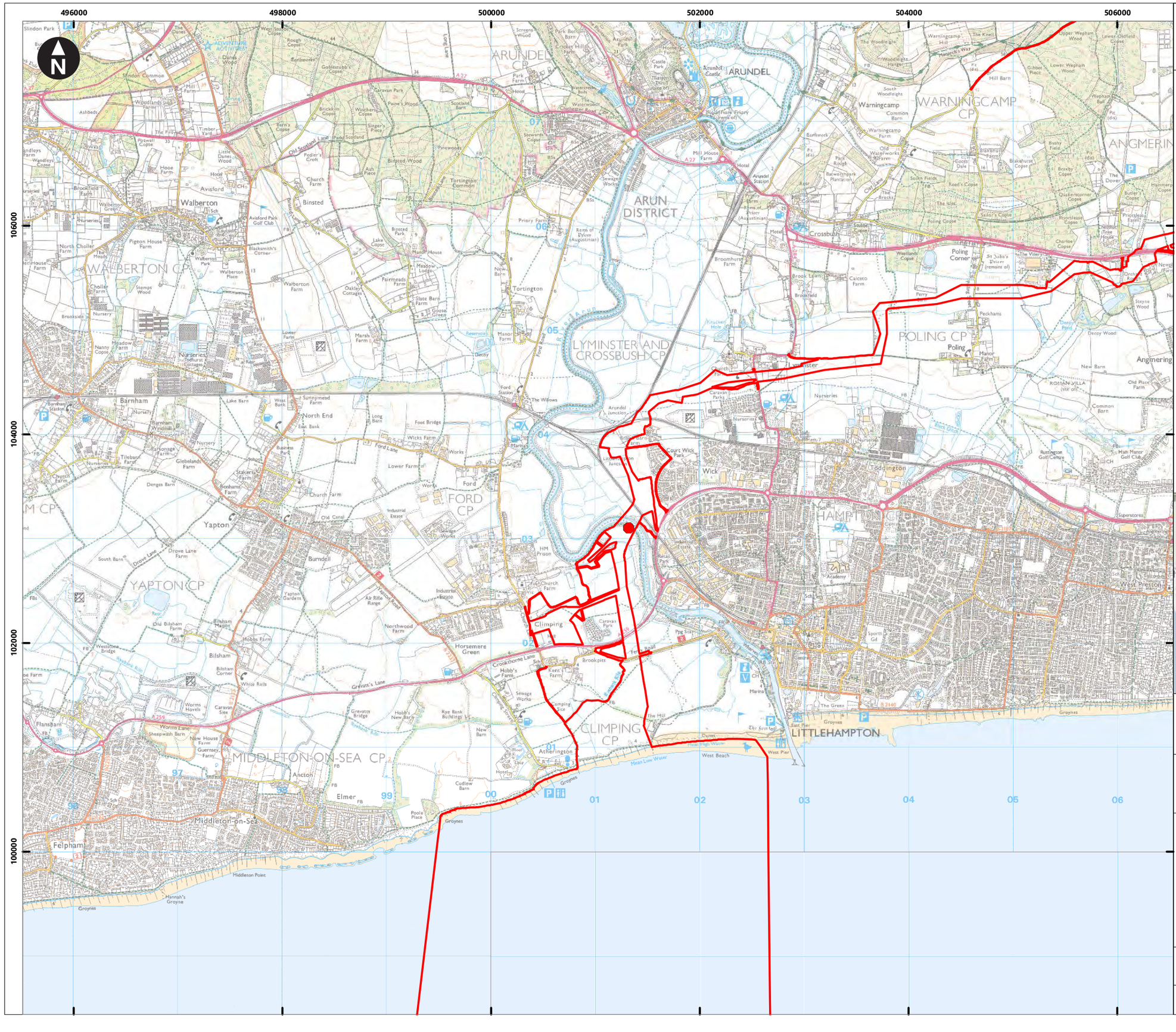
Figure 7.6.11 Onshore cable corridor rail crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-1424	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	01/08/2023	FINAL



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Key

- Proposed DCO Order Limits
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Existing National Grid Substation
- Oakendene substation site

Private track crossings

- Open cut crossing
- Trenchless crossing

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.12a Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-3931	1.0

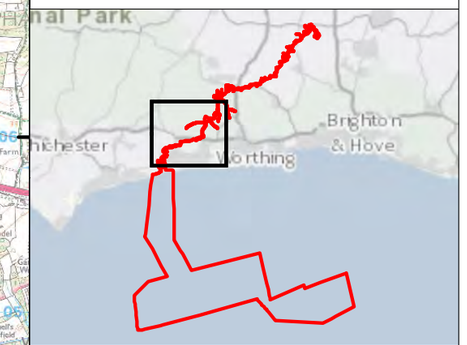
Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

Key

- Proposed DCO Order Limits
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Existing National Grid Substation
- Oakendene substation site

Private track crossings

- Open cut crossing
- Trenchless crossing



Kilometres

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1:35,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.12b Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-3931	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

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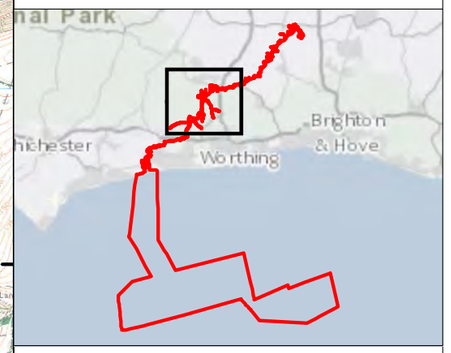
Key

- Proposed DCO Order Limits
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Existing National Grid Substation
- Oakendene substation site

Private track crossings

- Open cut crossing
- Trenchless crossing



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British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

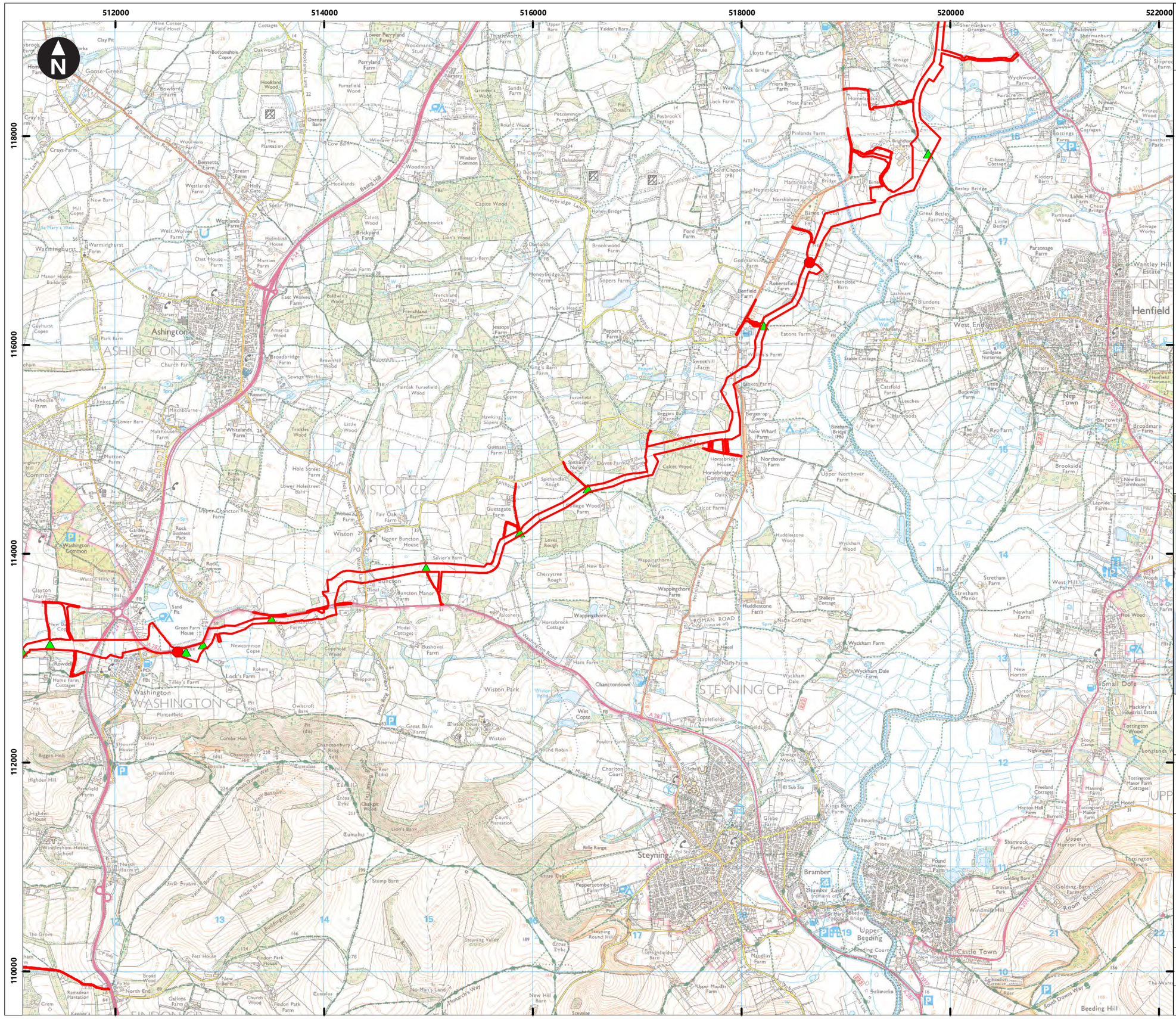
Rampion 2 Offshore Wind Farm

Figure 7.6.12c Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:				Version:
42285-WSPE-ES-ON-FG-OT-3931				1.0
Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL



Key

- Proposed DCO Order Limits
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Existing National Grid Substation
- Oakendene substation site

Private track crossings

- Open cut crossing
- Trenchless crossing

Kilometres

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1:35,000

British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.12d Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-3931	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

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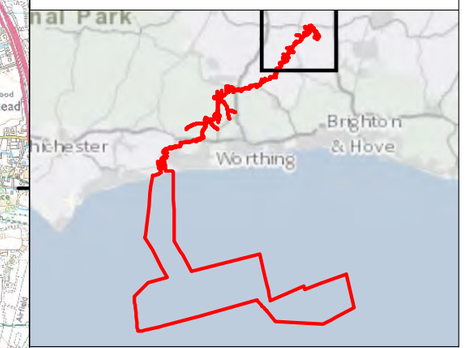
Key

- Proposed DCO Order Limits
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Existing National Grid Substation
- Oakendene substation site

Private track crossings

- Open cut crossing
- Trenchless crossing



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British National Grid Transverse Mercator

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.12e Onshore cable corridor private track crossings

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:	Version:
42285-WSPE-ES-ON-FG-OT-3931	1.0

Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

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505000

510000

110000

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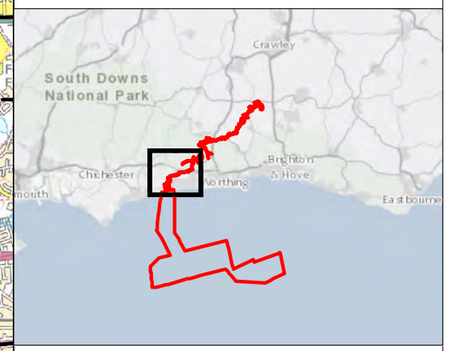
Key

- Proposed DCO Order Limits
- Site Access 5, serving Section 1
- Site Access 39, serving Section 2
- Site Access 63, serving Section 3
- Construction Traffic Routes



Kilometres

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Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.13a LGV Construction traffic routes

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:				Version:
42285-WSPE-ES-ON-FG-OT-9047				1.0
Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

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115000

110000

N

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Key

- Proposed DCO Order Limits
- Site Access 5, serving Section 1
- Site Access 39, serving Section 2
- Site Access 63, serving Section 3
- Construction Traffic Routes

South Downs National Park

Kilometres

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1:50,000

Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.13b LGV Construction traffic routes

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:				Version:
42285-WSPE-ES-ON-FG-OT-9047				1.0
Company:	Drawn By:	Chk/Aprvd:	Drawn Date:	Status:
WSP	SHEPS	SUTET	08/08/2023	FINAL

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125000 120000 115000

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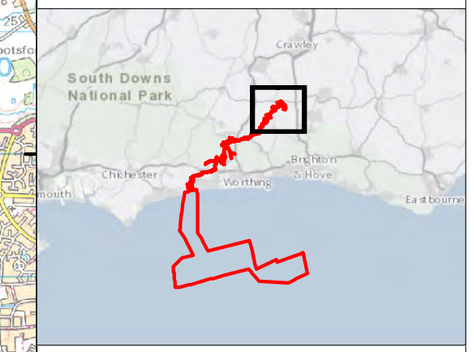
Key

- Proposed DCO Order Limits
- Site Access 5, serving Section 1
- Site Access 39, serving Section 2
- Site Access 63, serving Section 3
- Construction Traffic Routes



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Rampion Extension Development

Rampion 2 WIND FARM

Rampion 2 Offshore Wind Farm

Figure 7.6.13c LGV Construction traffic routes

Outline Construction Traffic Management Plan

Environmental Statement

System Identifier:				Version:
42285-WSPE-ES-ON-FG-OT-9047				1.0
Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 08/08/2023	Status: FINAL

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Rampion 2
WIND FARM