

Rampion 2 Wind Farm Category 6: Environmental Statement

Volume 4, Appendix 3.1: Supporting information

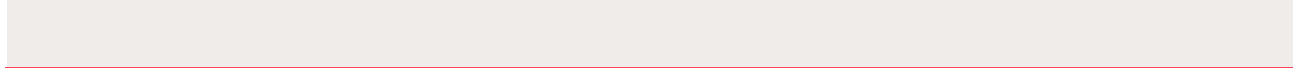
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1. Introduction

- 1.1.1 This Appendix provides further details on the alternatives considered between the Statutory Consultation and second statutory consultation exercise as part of the design evolution process, to support **Chapter 3 Alternatives, Volume 2** of the ES (Document Reference: 6.2.3). This information has been previously provided within the Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR) (Rampion Extension Development Limited (RED) 2021; RED 2022).
- **Section 2** provides details of the alternatives and modifications considered between the Statutory Consultation and the second Statutory Consultation exercise and has been taken and updated from the PEIR SIR (RED, 2022);
 - **Section 3** provides a glossary of terms and abbreviations; and
 - **Section 4** provides a reference list.



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2. Alternatives and modifications between the first Statutory Consultation exercise and the second Statutory Consultation exercise

2.1 Introduction

2.1.1 This section provides supporting information for **Section 3.4: Alternatives and modifications between the first Statutory Consultation exercise and the second Statutory Consultation exercise, Chapter 3: Alternatives Volume 2** of the ES (Document Reference 6.2.3). This information was provided in the PEIR SIR (RED, 2022), and describes the options considered for design refinements to the onshore PEIR Assessment Boundary.

2.2 Longer Alternative Cable Routes (LACRs)

2.2.1 Two LACRs were considered in the PEIR SIR (RED, 2022), with one LACR split into three sections, as a result of stakeholder feedback and further information obtained since the publication of the PEIR (RED, 2021). A summary description of these LACRs and the outcome of each environmental review is provided in **Table 2-1**. Full details of the LACRs are provided in PEIR SIR Section 2 (RED, 2022).

Table 2-1 Description of LACR-01 and LACR-02

ID	Description	Environmental review overview
LACR-01a	<p>LACR-01a commences approximately 150m north of Littlehampton and running to the south of Lyminster, to the east of the original PEIR Assessment Boundary. The route avoids commercial agricultural interests, potential archaeological constraints, and an agri-environmental scheme.</p> <p>LACR-01a overlaps and is located within the same footprint with Alternative Cable Route ACR-02 from where the two areas commence approximately 150m north of Littlehampton to south of the A27, where LACR-01a continues east. The two alternatives were assessed separately.</p>	<p>Additional sensitive receptors introduced as a result of LACR-01a include socio-economics, landscape and visual impact assessment (LVIA), air quality, soils and agriculture, noise and vibration, terrestrial ecology and nature conservation, transport, ground conditions, historic environment and water environment receptors. Some</p>

ID	Description	Environmental review overview
	<p>LACR-01a runs east between Lyminster and the Black Ditch for 850m through agricultural land with temporary construction and permanent access from A284 (Lyminster Road), requiring new bellmouths on both sides of the road. LACR-01a continues 550m east through agricultural land, south of Lyminster, and includes a trenchless crossing of the A284 (TC-03) and a trenchless crossing of the proposed Lyminster Bypass (TC-04), which is a separate West Sussex County Council project expected to be complete prior to the construction of Rampion 2. Temporary construction and permanent access will be provided directly from the Lyminster Bypass to the east and west, located within the LACR-01a boundary. Alternative access AA-05 provides permanent access to LACR-01a from the A284 Lyminster Road and runs along an existing track. From the Lyminster Bypass, LACR-01a continues 650m east following the field boundaries and then turns north remaining close to field boundaries before turning east for approximately 950m through agricultural fields to cross Poling Street (open cut). Two permanent accesses will be located on either side of Poling Street and will utilise existing field entry points. These are located within the LACR-01a boundary. LACR-01a continues approximately 1.8km to the east to the A27. This section includes two trenchless crossings of a tree line and ditch (TC22), and Decoy Lane (TC-23). In addition to the access from the new Lyminster Bypass, temporary construction access for this section (AA-16) is provided off the A27 through the Vinery Industrial Estate with permanent access (AA-17) from the same point but running east of Lillian Terrace. Temporary construction and operational access (AA18) for the Decoy Lane crossing is provided from the A27 utilising an existing bellmouth, which may require upgrading, and along Decoy Lane. A trenchless crossing (TC-24) of the A27 (Arundel Road) is then required located approximately 300m west of Hammerpot.</p>	<p>changes in the magnitude of impact to sensitive receptors will be experienced by socio economics, LVIA, water environment and historic environment receptors. Considering the implementation of embedded environmental measures, new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR for LVIA and water environment (RED, 2021). The LVIA significant residual effects are likely to be for a temporary period.</p>

ID	Description	Environmental review overview
	<p>North of the A27, LACR-01a continues for approximately 350m east to a trenchless crossing (TC-25) of mature tree line north of Hammerpot. Temporary construction vehicles requiring onward access will require passing through the tree line. LACR-01a turns generally north and runs for 2.3km across agricultural fields and avoiding areas of Ancient Woodland. Entry to the construction strip north of the A27 is proposed via Arundel Road at Hammerpot. An exit from the temporary construction strip back on to the A27 is proposed at the junction with Angmering Park. Both temporary construction entry and exit accesses are within the main LACR-01a boundary. Permanent access (AA-20) will be from Swillage Lane utilising existing access tracks.</p> <p>LACR-01a then requires the use of a trenchless crossing techniques (TC-26) to proceed down the steep, wooded slopes above Michelgrove. This will include a trenchless crossing to reach an existing clearance within the wooded area approximately 350m to the north with access utilising existing tracks. Light temporary construction access to this point (e.g., for personnel reaching site) and permanent access is shown in AA-29. From here, a second trenchless crossing will be used to traverse down the steep slope and woodland 350m north-east towards Michelgrove. The PEIR Assessment Boundary (RED, 2021) here has been widened to provide room for alternative crossing routes here due to the unknown ground conditions including potential for karst (geological) features.</p> <p>Temporary construction and permanent access (AA-21) to the base of this crossing will be from Michelgrove Lane along approximately 500m of upgraded estate track.</p>	
LACR-01b	<p>LACR-01b continues from LACR-01a and heads north-west and then north-east through agricultural fields (including a long term, extensive, higher tier Countryside Stewardship scheme called the Peppering Project) for approximately 3.1km around Harrow Hill and</p>	<p>Additional sensitive receptors introduced as a result of LACR-01b include socio-economics, LVIA, air quality, soils and</p>

ID	Description	Environmental review overview
	<p>following an existing estate track. The route rejoins the original PEIR Assessment Boundary approximately 1.2km south-west of the summit of Sullington Hill. An additional temporary construction and permanent access (AA-22) running north along Michelgrove Lane will also be required and additional passing places will need to be constructed.</p>	<p>agriculture, noise and vibration, terrestrial ecology and nature conservation, transport, ground conditions, historic environment and water environment receptors. Some changes in the magnitude of impact to sensitive receptors will be experienced by socio economics, LVIA, water environment and historic environment. Considering the implementation of embedded environmental measures, new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR for LVIA and water environment (RED, 2021). The LVIA significant residual effects are likely to be for a temporary period</p>
LACR-01c	<p>LACR-01c continues from LACR-01a and heads approximately 750m north and east through agricultural land and an open cut crossing of Michelgrove Lane. LACR-01c then continues approximately 1km north-east to a trenchless crossing (TC-27) up onto the shoulder of Blackpatch Hill. A second trenchless crossing (TC-28) is required down the steep east side of Blackpatch Hill. Temporary construction and permanent access (AA-24) to this section will be off Long Furlong Lane utilising the existing track where possible. Allowance has been made within the PEIR Assessment Boundary for</p>	<p>Additional sensitive receptors introduced as a result of LACR-01c include socio-economics, LVIA, air quality, soils and agriculture, noise and vibration, terrestrial ecology and nature conservation, transport, ground conditions, historic environment and water environment</p>

ID	Description	Environmental review overview
	<p>access along the field boundary parallel to the existing track if the existing track is unsuitable. From the eastern base of Blackpatch Hill, LACR-01c heads north and runs approximately 2.6km through agricultural land, parallel to wooded areas and between buildings and a gallops. Temporary construction and permanent access (AA-25) will be provided off Long Furlong. The existing bellmouth will be upgraded and an approximately 900m long access track will lead to the onshore cable construction corridor, with a combination of upgrades to the existing tracks and sections of new track. Provision has been made in the PEIR Assessment Boundary to create an access track along field boundaries parallel to the existing track if the existing track is unsuitable. An additional permanent access (AA-26) will also be provided from the A24 (Horsham Road) which will utilise approximately 2km of existing tracks running west from the A24, there will also be a section running for approximately 1.8km north to Sullington Hill/Barnsfarm Hill for this permanent access. A short section of permanent access (AA-27) utilising an existing track between fields will also be required. A trenchless crossing (TC-29) is required at the slope down Sullington Hill/Barnsfarm Hill for approximately 400m in length. LACR-01c re-joins the original PEIR Assessment Boundary at this point.</p>	<p>receptors. Some changes in the magnitude of impact to sensitive receptors will be experienced by socio economics, LVIA, water environment and historic environment receptors. Considering the implementation of embedded environmental measures, new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR for socio economics, LVIA and water environment (RED, 2021). The LVIA significant residual effects are likely to be for a temporary period</p>
LACR-02	<p>LACR-02 commences at the original PEIR Assessment Boundary (RED, 2021) north of the A27 (Arundel Road) and south of Crossbush Lane. Temporary construction and permanent access will be from Crossbush Lane within the original PEIR Assessment Boundary. A trenchless crossing (TC-06) of approximately 350m will be undertaken under Crossbush Lane and an area of Ancient Woodland to the north. LACR-02 continues 250m north between woodland and residential properties crossing agricultural land. A trenchless crossing (TC-30) of approximately 100m will be used to pass</p>	<p>Additional sensitive receptors introduced as a result of LACR-02 include socio-economics, LVIA, air quality, soils and agriculture, noise and vibration, terrestrial ecology and nature conservation, transport, ground conditions, historic environment and water environment</p>

ID	Description	Environmental review overview
	<p>under mature trees that are connected to the area of Ancient Woodland to the south. An alternative commencement location for LACR-02 is to the west of Clay Lane if the original PEIR Assessment Boundary (RED, 2021) is followed to this point (via Warningcamp B or C). This alternative starts with a trenchless crossing (TC-30) under Clay Lane and the mature trees that are connected to the area of Ancient Woodland to the south. Temporary construction access will be provided from AA-07 at Warningcamp and through a section of the original PEIR Assessment Boundary and then onwards through AA-28. Permanent access will be via Clay Lane to the north of the junction between Clay Lane and Blakehurst Lane along AA-28.</p> <p>LACR-02 continues east for approximately 650m towards Blakehurst including a 125m trenchless crossing (TC-31) of Ancient Woodland. The crossing of Blakehurst Lane will be by open cut trenching and permanent access to the onshore cable route retained.</p> <p>LACR-02 continues east then turns north for approximately 1.1km through agricultural land and avoiding Source Protection Zone 1 (SPZ1). Temporary construction access will remain from Warningcamp and operational access off Blakehurst Lane as described above for AA-07 and AA-28.</p> <p>LACR-02 then turns east and will follow the route of an existing estate road that also forms a section of the Monarch's Way. At this point, Ancient Woodland is present on either side of the estate road for approximately 1.2km. Therefore, this section will have a reduced working width of 20m to minimise the impact on Ancient Woodland. To enable this reduced width, soil temporarily excavated for this section will be stored in the fields east of Blakehurst. Light temporary construction and permanent access will be retained on this section (AA-29). LACR-02 continues north-east at a clearing and reaches a trenchless crossing (TC-32) of approximately 200m under Ancient Woodland.</p>	<p>receptors. Some changes in the magnitude of impact to sensitive receptors will be experienced by socio economics, LVIA, soils and agriculture, water environment, terrestrial ecology and historic environment receptors. Considering the implementation of embedded environmental measures, new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR for socio economics, LVIA, soils and agriculture, water environment and terrestrial ecology (RED, 2021). The LVIA significant residual effects are likely to be for a temporary period</p>

ID	Description	Environmental review overview
	<p>Two options for temporary construction access to this section have been identified. AA-30 will be from the south along Angmering Park Road which is reached off the A27 (Arundel Road). The northern section of AA-30 also provides permanent access linking to AA-29 and LACR-02. The clearing will be reached via a short section of the estate road. The second access is from the north along Angmering Park Road and will vary based on the selection of either LACR-01b or LACR-01c alongside LACR-02. This will utilise either temporary construction and permanent access AA-31 if LACR-01b is selected, or temporary construction and permanent access AA-32 if LACR-01c is selected.</p> <p>LACR-02 continues northeast to an open cut crossing of Angmering Park Road and then continues east to the through agricultural fields for approximately 1km to the top of the slope down to Michelgrove. A trenchless crossing (TC-33) will be used to cross this slope. The PEIR Assessment Boundary (RED, 2021) here has been widened to provide room for alternative crossing routes due to the unknown ground conditions including potential for karst features. LACR-01a will then continue on either LACR-01b or LACR-01c.</p> <p>Due to the potential for impacts on Ancient Woodland on the section of LACR-02 that is either side of the estate road for approximately 1.2km, three proposed areas are provided within the PEIR Assessment Boundary (RED, 2021) for compensation. These areas are located adjacent to Upper Oldfield Copse, Lower Oldfield Copse and Oaken Copse in proximity to LACR-02. Within these areas woodland creation and long-term management could take place that aims to deliver bespoke compensation for the loss of Ancient Woodland. The extent, design and delivery of bespoke compensation will need to be agreed with Natural England but will likely include the planting of native tree species, from stock with local provenance. The trees planted may include both saplings and young trees to introduce early heterogeneity and</p>	

ID	Description	Environmental review overview
	<p>may be surrounded by deer proof fencing to prevent losses to herbivores. Due to the close proximity of these areas to the potential losses, the landform is similar across the area and therefore no ground works will be expected, with saplings likely to be hand planted.</p>	

2.3 Alternative Cable Routes (ACRs)

2.3.1 Seven ACRs were considered in the PEIR SIR (RED, 2022), as a result of stakeholder feedback and further information obtained since the publication of the PEIR (RED, 2021). A summary description of these ACRs and the outcome of each environmental review is provided in **Table 2-2**. Full details of the ACRs are provided in PEIR SIR Section 3 (RED, 2021).

Table 2-2 Description of ACRs

ID	Description	Environmental review overview
ACR-01	<p>ACR-01 is located approximately 270m to the north-west of Littlehampton, starting adjacent to the original PEIR Assessment Boundary south of the railway. ACR-01 avoids areas where geophysical surveys have revealed potential archaeological finds. ACR-01 is approximately 750m in length and follows the eastern edge of a historic landfill and includes an additional area further to the west required to accommodate temporary soil storage during the construction phase. A trenchless crossing (TC-01) is required under the Chichester to Worthing railway line and Black Ditch. ACR-01 then continues north-east for approximately 450m and crosses the Chichester to Worthing railway line a second time by trenchless crossing (TC-02), where it re-joins the original PEIR Assessment Boundary.</p> <p>ACR-01 requires an additional temporary construction and permanent access (AA-03).</p>	<p>No additional sensitive receptors are introduced as a result of ACR-01, with the exception of some designated heritage assets. Some changes in the magnitude of impact to sensitive receptors will be experienced by terrestrial ecology. No new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR (RED, 2021)</p>

ID	Description	Environmental review overview
ACR-02	<p>ACR-02 commences approximately 150m to the north of Littlehampton running past the south of Lyminster to the east of the original PEIR Assessment Boundary. ACR-02 avoids commercial agricultural interests and potential archaeological constraints.</p> <p>ACR-02 is approximately 3km in length and proceeds east across agricultural fields for approximately 1.4km, including a trenchless crossing of the A284 (TC-03). It also includes a trenchless crossing of the proposed Lyminster Bypass (TC-04), which is a separate project expected to be complete prior to the construction of Rampion 2.</p> <p>ACR-02 then continues east and then north along field boundaries for approximately 1.6km, including a trenchless crossing of the A27 (TC-05).</p>	<p>Additional sensitive receptors introduced as a result of ACR-02 include socio-economics, air quality, noise and vibration, transport and LVIA receptors. Some changes in the magnitude of impact to sensitive receptors will be experienced by historic environment and LVIA receptors. Considering the implementation of embedded environmental measures, new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR for LVIA only (RED, 2021). These significant effects are likely to be for a temporary period.</p>
ACR-03	<p>ACR-03 is located approximately 640m east of Crossbush and commences south of Crossbush Lane, east of the original PEIR Assessment Boundary. ACR-03 avoids underground utilities to the northern sections of Warningcamp C route option (the most eastern potential onshore cable corridor option that crosses the A27 south of Crossbush as considered in the original PEIR).</p> <p>ACR-03 is approximately 400m in length. ACR-03 includes a trenchless crossing (TC-06) under Crossbush Lane, an existing track and the western edge of approximately 150m of Ancient Woodland. ACR-03 continues north-west under Clay Lane via trenchless crossing (TC-07) to re-join the original PEIR Assessment Boundary.</p>	<p>Additional sensitive receptors introduced as a result of ACR-03 include socioeconomic, terrestrial ecology, LVIA, historic environment and noise and vibration receptors. Some changes in the magnitude of impact to sensitive receptors will be experienced by noise and vibration. However, considering the implementation of embedded environmental measures, no new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR (RED, 2021).</p>

ID	Description	Environmental review overview
ACR-04	<p>ACR-04 is located approximately 330m south-east of Wepham and commences approximately 750m east of Warningcamp, to the east of the original PEIR Assessment Boundary. ACR-04 consists of additional areas that have been sub-divided to provide options through this highly constrained area. The different areas are described under the headings below and illustrated in Figure 13 in the PEIR SIR.</p> <p>Within the original PEIR Assessment Boundary there will be two additional trenchless crossings of the Warningcamp to New Down Local Wildlife Site (LWS) (TC-08 and TC-09). These are introduced to reduce potential impacts to calcareous grassland within the Warningcamp Hill to New Down LWS. Where these are applicable to the options described below, the relevant TC is referenced.</p> <p>All ACR-04 alternatives described below rely on the AA-08 being included in the design. AA-08 is a temporary construction and permanent access and has been described and the environmental review summary provided in Section 5 of the PEIR SIR (RED, 2022).</p> <p>The following alternatives are to reduce potential impacts on a private nature project which forms part of an environmental stewardship scheme, and a commercial business:</p> <p>ACR-04 a & b (see Figure 13 in the PEIR SIR)</p> <p>ACR-04 a & b includes one trenchless crossing (TC-08) to the base of the valley at the Warningcamp to New Down LWS. The route then turns east continuing approximately 500m along the route of the Monarch's Way. An additional trenchless crossing (TC-10) will be undertaken to avoid impacts on the Ancient Woodland (The Knell). The additional area continues approximately 2.8km northeast following the</p>	<p>Additional sensitive receptors introduced as a result of ACR-04 include socioeconomics, historic environment receptors and noise and vibration. Some changes in the magnitude of impact to sensitive receptors will be experienced by terrestrial ecology and nature conservation, and water environment receptors. When considering the implementation of embedded environmental measures, new or different significant residual effects which alter the assessment outcomes and conclusions presented in the PEIR have been identified for water environment as temporary effects (RED, 2021)</p>

ID	Description	Environmental review overview
	<p>edges of the same fields, and then re-joining, the original PEIR Assessment Boundary.</p>	
	<p>A temporary closure and diversion of the Monarch's Way will be required with the associated additional area to accommodate the diversion included to the south, on the valley side.</p>	
	<p>ACR-04 a & c (see Figure 13 in the PEIR SIR) (RED, 2022) This additional area is as per the description of ACR-04 a & b up to and including the trenchless crossing (TC-10) of the Ancient Woodland. At this point where 'b' proceeds northeast, the additional area covered by 'c' then continues north, crossing a field for approximately 500m before re-joining the original PEIR Assessment Boundary. The same additional area for the diversion of the Monarch's Way will be required.</p>	
	<p>ACR-04 d & b (see Figure 13 in the PEIR SIR) This route follows the original PEIR Assessment Boundary with trenchless crossings (TC-08 and TC-09) of the Warningcamp to New Down LWS. The additional area diverts from the PEIR Assessment Boundary south of Wepham to continue approximately 800m northeast to reach the edge of the field. The additional area continues approximately 2.1km northeast to re-join the original PEIR Assessment Boundary by following the edges of the fields in the original PEIR Assessment Boundary.</p>	
ACR-05	<p>ACR-05 is located approximately 2.1km north-east of Burpham, to the south of the original PEIR Assessment Boundary. ACR-05 avoid impacts on an environmental stewardship project.</p>	<p>Additional sensitive receptors are introduced as a result of ACR-05 with a bridleway (socio-economics) and a site of a former medieval leper settlement (historic environment). Considering</p>

ID	Description	Environmental review overview
	<p>ACR-05 is approximately 1.1km in length and crosses two agricultural fields. ACR-05 is adjacent to an area of Ancient Woodland, south of the onshore cable corridor, for which there is a minimum 25m buffer.</p> <p>ACR-05 re-joins the original PEIR Assessment Boundary via a trenchless crossing (TC-11) of a (separate) shelter belt that provides habitat connectivity between woodland blocks to the south and north through the largely arable landscape.</p>	<p>the implementation of embedded environmental measures, no new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR (RED, 2021).</p>
ACR-06	<p>ACR-06 commences approximately 180m south of Ashurst running west of Horsham Road for approximately 750m and alongside Spithandle Road for approximately 700m. ACR-06 is to the east of the original PEIR Assessment Boundary. ACR-06 avoids impacts on a private nature conversation scheme and engineering constraints.</p> <p>ACR-06 includes a trenchless crossing of Spithandle Lane and Calcot Wood (TC-13) and of the B2135 and River Arun tributary (TC-14) where ACR-06 re-joins the original PEIR Assessment Boundary.</p> <p>ACR-06 includes an additional temporary construction and permanent access from Spithandle Lane.</p>	<p>Additional sensitive receptors introduced as a result of ACR-06 include socioeconomics, air quality and noise and vibration receptors. Some changes in the magnitude of impact will be experienced by three designated heritage assets. Considering the implementation of embedded environmental measures, no new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR (RED, 2021).</p>
ACR-07	<p>ACR-07 is located approximately 220m east of Bines Green at its closest point. ACR-07 commences approximately 650m south of Bines Green and approximately 550m northeast of Ashurst. ACR-07 is north-east of the original PEIR Assessment Boundary. ACR-07 avoids new infrastructure with planning permission and is in response to further engineering considerations.</p> <p>ACR-07 is approximately 1.1km in length and crosses agricultural fields, including a trenchless crossing of a farm access track and mature treeline (TC-15). ACR-07</p>	<p>Additional sensitive receptors introduced as a result of ACR-07 include socioeconomics, air quality, terrestrial ecology and noise and vibration. Some changes in the magnitude of impact will be experienced by two designated heritage assets. Considering the implementation of embedded environmental measures, no new or different significant residual effects have been</p>

ID	Description	Environmental review overview
	continues north-east to then cross the River Adur via a trenchless crossing (TC-16), before re-joining the original PEIR Assessment Boundary.	identified which alter the assessment outcomes and conclusions presented in the PEIR (RED, 2021).

2.4 Modified Routes (MRs)

2.4.1 Fourteen MRs were considered in the PEIR SIR (RED, 2022), as a result of stakeholder feedback and further information obtained since the publication of the PEIR. A summary description of these MRs is provided in **Table 2-3**. Full details of the MRs are provided in PEIR SIR Section 4 (RED, 2022).

Table 2-3 Description of Modified Routes

ID	Description
MR-01	Area added at the landfall at Climping, moving the boundary approximately 350m to the east. This area has been extended to provide for flexibility for the HDD compound location. This is in response to potential variability in ground conditions for engineering; and environmental considerations including flood risk and coastal erosion. With MR-01 extending the development boundary, there is flexibility for the landfall and associated HDD compound to be located either in the field north of the tree line that runs northwest from 'The Mill' or to the west of the tree line. As per the proposals outlined in the PEIR (RED, 2021), the HDD to connect offshore will be made under the land to the south of the landfall. MR-01 will run beneath the Climping Beach SSSI.
MR-02	Area added to extend the western part of the original PEIR Assessment Boundary approximately 550m south-west of Littlehampton. This is to enable movement of the onshore cable corridor to the west, thereby reducing interaction with a local development plan housing zone.
MR-03	Area added to onshore part of the original PEIR Assessment Boundary approximately 370m to the south-east of Crossbush. This is to avoid interaction of the proposed trenchless crossing (trenchless crossing at this location already proposed in PEIR and therefore not shown in PEIR SIR Figures 1 to 31, Appendix A (RED, 2021; 2022)) with a consented proposed commercial building.
MR-04	Area added to extend original PEIR Assessment Boundary to allow for cable stringing out area in relation to TC-08.

ID	Description
MR-05	Areas provided to extend original PEIR Assessment Boundary, extending the width of the proposed access areas. This is to facilitate field access for construction vehicles to feed cables through under hedgerows. The modification to construction technique will avoid disturbance to hedgerows and reduce impacts on a commercial business.
MR-06	Area added to the extend the southeast part of the original PEIR Assessment Boundary. This is located approximately 940m southwest of Washington and provides an additional area for onshore cable installation (open trench) with cable easement to run parallel to the boundary adjacent to the woodland. This avoids features including gallops and surface water flooding.
MR-07	Two areas added to extend the original PEIR Assessment Boundary to the south with the eastern area approximately 100m north-west of Washington and the western area approximately 550m north-west of Washington. Both MR-07 areas provide optionality for the direction of the trenchless crossing, including suitable working area for cable stringing out and offset from Ancient Woodland. The eastern section of the two areas provides flexibility for a suitable bend on the cable.
MR-08	Area added approximately 600m north-east of Washington to extend the original PEIR Assessment Boundary to the north. This is to minimise severance of agricultural fields.
MR-09	Area added to extend the original PEIR Assessment Boundary to the west, located approximately 150m east of Ashurst. This is to minimise the severance of agricultural fields.
MR-10	Area added to extend the original PEIR Assessment Boundary to the east, located approximately 600m to the south-east of Partridge Green. This is to provide a topsoil storage compound outside of the nearby floodplain.
MR-11	Area added to extend the original PEIR Assessment Boundary to the east approximately 270m north of Shermanbury. This is to enable the onshore cable corridor to run parallel to the edge of the field boundaries, thereby minimising severance of agricultural fields.
MR-12	Area added to extend the original PEIR Assessment Boundary to the east, located approximately 1.4km south-east of Cowfold. This is to enable the onshore cable corridor to take a more direct route. MR-12 includes a trenchless crossing (TC-17) of a tributary of Cowfold Stream and hedgerows classed as Important under the Hedgerow Regulations.

ID	Description
MR-13	Area added to extend the original PEIR Assessment Boundary to the east approximately 1km south-east of Cowfold. This is to enable a trenchless crossing (TC-18) of hedgerows, mature trees and of Cowfold Stream. This will also move the corridor further east from residential properties.
MR-14	Area added to extend the original PEIR Assessment Boundary to the east approximately 1.4km south-east of Cowfold. This allows for the onshore cable installation to take place outside the root protection area of a veteran tree identified during arboricultural surveys.

2.5 Trenchless Crossings (TCs)

2.5.1 33 revised and/or additional trenchless crossings (TCs) (TC-01 to TC-33) were considered in the PEIR SIR, as a result of stakeholder feedback and further information obtained since the publication of the PEIR (RED, 2021). A summary description of these TCs is provided in **Table 2-4**. Full details of the TCs are provided in PEIR SIR Section 5 (RED, 2022).

Table 2-4 Description of Trenchless Crossings

ID	Description
TC-01 and TC-02 included in ACR-01	Additional trenchless crossings of the Chichester to Worthing railway line and of Black Ditch (TC-01) and a second additional trenchless crossing of the Chichester to Worthing railway line (TC-02). Environmental reviews of TC-01 and TC-02 are included as part of ACR-01 (PEIR SIR Section 3.3 (RED, 2022)) and further description of ACR-01 is provided in PEIR SIR Table 3-1 (RED, 2022).
TC-03, TC-04 and TC-05	Additional trenchless crossings of the A284 (TC-03) and the proposed Lyminster Bypass (TC-04), which is a separate project expected to be complete prior to the construction of Rampion 2. Trenchless crossing also required of the A27 (TC-05). Environmental reviews of TC-03, TC-04 and TC-05 are included as part of LACR-01 and LACR-02 (PEIR SIR Section 2) and ACR-02 (PEIR SIR Section 3.4). Further description of LACR-01 and LACR-02 is provided in PEIR SIR Table 2-1 and ACR-02 is provided in PEIR SIR Table 3-1 (RED, 2022).
TC-06 and TC-07 included in ACR-03	Additional trenchless crossings of Crossbush Lane (including approximately 150m of Ancient Woodland) (TC-06) and Clay Lane (TC-07). Environmental review of TC-06 and TC-07 are included as part of ACR-03 (PEIR SIR Section 3.5) and further description of ACR-03 is provided in PEIR SIR Table 3-1.

ID	Description
TC-08, TC-09 and TC-10 included in ACR-04	Additional trenchless crossings of the Warningcamp to New Down Local Wildlife Site (TC-08 and TC-09) and Ancient Woodland (TC-10). Environmental reviews of TC-08, TC-09 and TC-10 are included as part of ACR-04 (PEIR SIR Section 3.6) and further description of ACR-04 is provided in PEIR SIR Table 3-1 (RED, 2022).
TC-11 included in ACR-05	Trenchless crossing required of a (separate) shelter belt that provides habitat connectivity between woodland blocks to the south and north through the largely arable landscape. Environmental review of TC-11 is associated with ACR-05 (PEIR SIR Section 3.7) and further description of ACR-05 is provided in PEIR SIR Table 3-1 (RED, 2022).
TC-12	Additional trenchless crossing of Water Lane and a tributary of Honeybridge Stream (TC-12). Environmental review of TC-12 is provided in PEIR SIR Table D2 in PEIR SIR Appendix D (RED, 2022).
TC-13 and TC-14 included in ACR-06	Additional trenchless crossings of Spithandle Lane and Calcot Wood (TC-13), and of the B2135 and River Arun tributary (TC-14). Environmental reviews of TC-13 and TC-14 are included as part of ACR-06 (PEIR SIR Section 3.8) and further description of ACR-06 is provided in PEIR SIR Table 3-1 (RED, 2022).
TC-15 and TC-16 included in ACR-07	Additional trenchless crossings of the Adur River (TC-16) and a farm access track and mature treeline (TC-15). Environmental reviews of TC-15 and TC-16 are included as part of ACR-07 (PEIR SIR Section 3.9) and further description of ACR-07 is provided in PEIR SIR Table 3-1 (RED, 2022).
TC-17 included in MR-12	Trenchless crossing of the of the tributary of the Cowfold Stream and hedgerows classed as Important under the Hedgerow Regulations (TC-17). Environmental review of TC-17 is included as part of MR-12 (PEIR SIR Appendix D) and further description of MR-12 is provided in PEIR SIR Table 4-1 (RED, 2022).
TC-18 included in MR-13	Trenchless crossing of hedgerows, mature trees and the Cowfold Stream (TC-18). Environmental review of TC-18 is associated with MR-13 (PEIR SIR Appendix D) and further description of MR-13 is provided in PEIR SIR Table 4-1 (RED, 2022).
TC-19 and TC-20	Additional trenchless crossing of a tributary of Cowfold Stream (TC-19) for the entry to Bolney Road/Kent Street onshore substation search area cable. A second trenchless crossing of Kent Street and associated ditch (TC-20) for the exit of Bolney Road/Kent Street onshore substation search area cable. Environmental review of TC-19 and TC-20 are provided in Table D2 in PEIR SIR Appendix D (RED, 2022).

ID	Description
TC-21	Additional trenchless crossing of Wineham Lane (TC-21) within the onshore part of the original PEIR Assessment Boundary. Environmental review of TC-21 is provided in Table D2 in PEIR SIR Appendix D (RED, 2022).
TC-22	Additional trenchless crossing of an unnamed ditch and tree line (TC-22). Environmental reviews of TC-22 are included as part of LACR-01a (PEIR SIR Section 2.3) and further description of LACR-01a is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-23	Additional trenchless crossing of Decoy Lane and mature tree line (TC-23). Environmental review of TC-23 is included as part of LACR-01a (PEIR SIR Section 2.3) and further description of LACR-01a is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-24	Additional trenchless crossing of A27 Arundel Road (TC-24). Environmental review of TC-24 is included as part of LACR-01a (PEIR SIR Section 2.3) and further description of LACR-01a is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-25	Additional trenchless crossing of a public right of way and mature woodland that runs south from Hammerpot Copse (TC-25). Environmental review of TC-25 is included as part of LACR-01a (PEIR SIR Section 2.3) and further description of LACR-01a is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-26	Additional trenchless crossing of the steep terrain down to Michelgrove and the associated woodland at Michelgrove Park (TC-26). Environmental review of TC-26 is included as part of LACR-01a (PEIR SIR Section 2.3) and further description of LACR-01a is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-27	Additional trenchless crossing to proceed east up the steep terrain of Black Patch Hill (TC-27). Environmental review of TC-27 is included as part of LACR-01c (PEIR SIR Section 3) and further description of LACR-01c is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-28	Additional trenchless crossing of steep terrain east down Black Patch Hill (TC-28). Environmental review of TC-28 is included as part of LACR-01c (PEIR SIR Section 3) and further description of LACR-01c is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-29	Additional trenchless crossing of steep terrain from Sullington Hill to re-join the PEIR Assessment Boundary (TC-29). Environmental review of TC-29 is included as part of LACR-01c (PEIR SIR Section 3) and further description of LACR-01c is provided in PEIR SIR Table 2-1 (RED, 2022).

ID	Description
TC-30	Additional trenchless crossing of approximately 100m will be used to pass under mature trees that are connected to the ancient woodland further south (TC-30). Environmental review of TC-30 is included as part of LACR-02 (PEIR SIR Section 2.4) and further description of LACR-02 is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-31	Additional trenchless crossing of approximately 125m trenchless crossing of ancient Woodland to the west of Blakehurst Lane (TC-31). Environmental review of TC-31 is included as part of LACR-02 (PEIR SIR Section 2.4) and further description of LACR-02 is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-32	Additional trenchless crossing of approximately 200m is used to traverse under ancient woodland situated south west of Upper Barpham (TC-32). Environmental review of TC-32 is included as part of LACR-02 (PEIR SIR Section 2.4) and further description of LACR-02 is provided in PEIR SIR Table 2-1 (RED, 2022).
TC-33	Additional trenchless crossing north west of Michelgrove Park of approximately 250m to traverse the steep section and woodland connected to ancient woodland (TC-33). Environmental review of TC-33 is included as part of LACR-02 (PEIR SIR Section 2.4) and further description of LACR-02 is provided in PEIR SIR Table 2-1 (RED, 2022).

2.6 Alternative temporary construction and permanent accesses (AAs)

- 2.6.1 32 alternative temporary construction and permanent accesses (AAs) (AA-01 to AA-32) were considered in the PEIR SIR, as a result of stakeholder feedback and further information obtained since the publication of the PEIR. A summary description of these AAs is provided in **Table 2-5**. Full details of the AAs are provided in PEIR SIR Section 6 (RED, 2022).

Table 2-5 Description of alternative temporary construction and permanent accesses

ID	Description
AA-01	Alternative temporary construction and permanent access approximately 380m south-east of Climping. AA-01 enables direct movement between the temporary construction compound and soil storage area, and the onshore cable corridor. The access will be provided via a new temporary stone road using an existing access from Church Lane. The area includes 90m of temporary construction visibility splays at Church Lane.

ID	Description
AA-02	Alternative permanent access from the A259 running through Littlehampton. The access runs through a recently built out residential area to the west of Littlehampton and will utilise existing roads and infrastructure with no upgrades required. AA-02 runs 800m north on Benjamin Grey Drive and Tatlow Chase up to a farm access track identified in the original PEIR Assessment Boundary.
AA-03	<p>Alternative temporary construction and permanent access required approximately 600m west of Lyminster in association with ACR-01. AA-03 provides both temporary construction and permanent access from the original PEIR Assessment Boundary to the east of the railway to facilitate ACR-01.</p> <p>During the construction phase, AA-03 utilises the existing track adjacent to Church Lane and continues west for 150m via the use of a private at-grade crossing of the railway line. Then it continues south-west parallel to the railway line for approximately 500m to join ACR-01 via a new temporary bell mouth entrance and a new temporary stone road.</p> <p>AA-03 is included in the assessment in ACR-01 in PEIR SIR Section 3.3.</p>
AA-04	Alternative temporary construction access from A284 into fields to the north of Brookside Caravan Park approximately 40m south of properties at Lyminster. The access will run for approximately 850m to the original PEIR Assessment Boundary and will be provided via a new temporary stone road with a new temporary bell mouth entrance at Lyminster Road. AA-04 overlaps with and is located within the footprint of ACR-02, however AA-04 will only be taken forward as a standalone access if ACR-02 is not progressed. AA-04 provides an alternative temporary construction access further north from the neighbouring residential caravan park.
AA-05	Alternative temporary construction and permanent access from the A284 Lyminster Road approximately 100m east of Lyminster. This access runs approximately 300m from the A284 to join with ACR-02 via an existing track and bell mouth entrance at the A284. AA-05 is required in association with ACR-02 and is included in the assessment of ACR-02 in PEIR SIR Section 3.4.
AA-06	Alternative permanent access approximately 620m south-east of Crossbush which runs on an existing track for approximately 375m from Calceto Lane. The section marked AA-06 is approximately 160m in length. AA-06 is required in association with ACR-02. AA-06 is included in the assessment in ACR-02 in PEIR SIR Section 3.4.

ID	Description
AA-07	Alternative temporary construction access located at Warningcamp running approximately 560m west from Burpham Road through an agricultural field. The access will be provided via a new temporary stone road with a new temporary bell mouth entrance at Burpham Road. AA-07 provides an alternative temporary construction access to minimise interaction with an Environmental Stewardship Scheme and to run further to the north-east from neighbouring residential properties.
AA-08	Alternative temporary construction and permanent access to the base of the valley approximately 400m north-east of Warningcamp. This runs approximately 580m from Burpham Road and via a new temporary stone road with a new temporary bell mouth entrance at Burpham Road. This access is required in association with ACR-04 and trenchless crossings (TC-08 and TC-09), which are described in PEIR SIR Section 3.6. The environmental review of AA-08 is provided in PEIR SIR Section 6.2.
AA-09	Alternative temporary construction and permanent access which is approximately 5.3km in length. AA-09 runs from the A280 in the south (north of Clapham) to the original PEIR Assessment Boundary towards Sullington Hill. The access runs via existing estate roads and tracks with no bell mouth entrance associated with this access. AA-09 includes provisions for new passing places. AA-09 provides an alternative temporary construction and permanent access in response to further engineering considerations.
AA-10	Alternative temporary construction and permanent access which is approximately 3.6km in length. AA-10 runs from the existing bell mouth access from the A280 in the south (west of Findon) to the original PEIR Assessment Boundary towards Sullington Hill. From the A280, the first 1,200m of AA-10 will run alongside a restricted byway (2092) on a new temporary stone road, the access then runs along 1,100m of existing farm track and continues along 1,300m on a new temporary stone road to meet the original PEIR Assessment Boundary at Sullington Hill. AA-10 provides an alternative temporary construction and permanent access in response to further engineering considerations.
AA-11	Alternative temporary construction access runs from the A283 opposite Hampers Lane approximately 1.2km south-east of Storrington using a newly created bell mouth entry and track. AA-11 then proceeds south for approximately 750m to the original PEIR Assessment Boundary. The access will be provided via a new temporary stone road. AA-11 provides an alternative temporary construction access in response to further engineering considerations.

ID	Description
AA-12	Alternative temporary construction access runs from the A283 approximately 600m north-west of Washington using a newly created bell mouth entry and track. AA-12 runs for approximately 350m south of the A283 and parallel to the eastern edge of the field to the original PEIR Assessment Boundary. The access will be provided via a new temporary stone road. AA-12 provides an alternative temporary construction access in response to further engineering considerations.
AA-13	Alternative permanent access located on the west side of the A24, this is reached by a bridge from The Street on the east side of the A24 on the edge of Washington. No upgrades are required. AA-13 then connects to the access track identified in the original PEIR Assessment Boundary that runs north for approximately 250m.
AA-14	Alternative temporary construction and permanent access runs from an existing access off the A283 approximately 800m south-east of Wiston to the original PEIR Assessment Boundary east of a high-pressure gas main. Both the temporary construction and permanent accesses run north along an existing track from A283. The permanent access continues to follow the track to the north-northwest for approximately 200m, whilst the temporary construction access heads north across agricultural fields (approximately 180m) using a new temporary stone road. AA-14 provides an alternative temporary construction and permanent access in response to further engineering considerations.
AA-15	Alternative permanent access runs broadly west from Wineham Lane for approximately 500m to the original PEIR Assessment Boundary. The access is located approximately 1km south of the A272 via existing tracks and utilises an existing access at Wineham Lane. AA-15 provides an alternative permanent access that minimises disturbance to gallops.
AA-16	Alternative temporary construction access to those proposed from the new Lyminster Bypass, this exits the A27 into The Vinery trading estate. The access then turns south through the industrial estate, exiting on the south side onto LACR-01 and LACR-02. AA-16 is approximately 400m in length. AA-16 is included in the assessment of LACR-01a in PEIR SIR Section 2.3 and 2.4.
AA-17	Alternative permanent access exits the A27 onto Lillian Terrace and then makes use of an existing field access between two rows of terraced houses, following a footpath joining the onshore cable corridor of LACR-01 and LACR-02. AA-17 is approximately 300m in length. AA-17 is included in the assessment of LACR-01a in PEIR SIR Section 2.3 and 2.4.

ID	Description
AA-18	Alternative temporary construction and permanent access serves a short (approximately 700m) section of the onshore cable corridor. Access is direct from the A27 onto Decoy Lane and runs south for approximately 100m before exiting the lane onto the onshore cable corridor of LACR01 and LACR-02. AA-18 is included in the assessment of LACR-01a in PEIR SIR Section 2.3 and 2.4.
AA-19	Alternative permanent access uses an existing path to gain access to the onshore cable corridor of LACR-01 and LACR-02 from Hammerpot. AA-19 is approximately 150m in length. AA-19 is included in the assessment of LACR-01a in PEIR SIR Section 2.3 and 2.4.
AA-20	Alternative permanent access runs from the end of the adopted highway on Swillage Lane for a further 200m north. At this point, access to the onshore cable corridor of LACR-01 and LACR-02 is then gained via a route along the edge of the fields to the west of the lane, running to the west of Norfolk House. AA-20 is included in the assessment of LACR-01a in PEIR SIR Section 2.3 and 2.4.
AA-21	Alternative temporary construction and permanent access runs up to 900m (depending on cable routing) west from Michelgrove. The alternative temporary construction access will require a new temporary stone road running for the first 300m to avoid Michelgrove Cottages. After this point, the access may utilise the existing or follow a new temporary stone road running parallel. Permanent access will be gained over the same route once reinstated to its original condition. AA-21 is included in the assessment of LACR-01a and LACR-02 in PEIR SIR Section 2.3 and 2.4.
AA-22	Alternative temporary construction and permanent access follows the existing estate track from the end of Michelgrove Lane for a distance of 1.7km to LACR-01. Provision within the red line has been made within AA-22 for new temporary passing places if required. AA-22 is included in the assessment of LACR-01b in PEIR SIR Section 2.3.
AA-23	Alternative temporary construction and permanent access follows the existing estate track from the end of Michelgrove Lane for a distance of 200m to LACR-02. Provision within the red line has been made within AA-23 for new temporary passing places if required. AA-23 is included in the assessment of LACR-01c in PEIR SIR Section 3.
AA-24	Alternative temporary construction and permanent access runs north from the end of the adopted highway along Longfurlong Lane for a further 850m. During the construction phase, a strip of land has been identified on the western side of the first 450m of AA-24 that may be suitable for a new temporary construction haul road should the existing track up to Longfurlong Farm be unsuitable. After passing the

ID	Description
	<p>Longfurlong Farm, an additional strip of land has also been included in AA-24 on the eastern side of the existing track for a new temporary stone road should the original not be suitable. Permanent access is proposed along the existing track within AA-24. AA-24 is included in the assessment of LACR-01c in PEIR SIR Section 3.</p>
AA-25	<p>Alternative temporary construction and permanent access is provided via an existing access point off Long Furlong to LACR-02 over a distance of approximately 850m. Alternative temporary construction access will follow the route of the current access to Tolmar Farm and use either the existing track if suitable or install a new temporary stone road in the adjacent field. After passing the farm, the route will be along a new temporary stone road along field boundaries up to the construction strip. Any area of temporary stone road would be removed and reinstated to previous use on completion of construction. Permanent access will aim to follow the existing track to Tolmar Farm and then proceed along field boundaries up to the cable easement. AA-25 is included in the assessment of LACR-01c in PEIR SIR Section 3 (RED, 2022).</p>
AA-26	<p>Alternative permanent access runs west from the A24 past Muntham Farm, using existing tracks and paths to reach the onshore cable corridor. After passing Muntham Farm, one track runs westward towards Blackpatch Covert whilst the other runs north towards Sullington Hill. AA-26 is approximately 3.7km in length and would use the existing tracks and paths where possible. AA-26 is included in the assessment of LACR-01c in PEIR SIR Section 3 (RED, 2022).</p>
AA-27	<p>Alternative permanent access provides continuity of access along the cable route. Located 850m South of Cobden Farm, it runs for approximately 100m between 2 adjoining fields along an existing farm track. AA-27 is included in the assessment of LACR-01c in PEIR SIR Section 3 (RED, 2022).</p>
AA-28	<p>Alternative temporary construction access from the west connecting with AA-07. This access also provides permanent operational access to the area north of South Fields woodland. This will be via a new temporary stone road for construction access and via the field edge for permanent access. AA-28 is included in the assessment of LACR-02 in PEIR SIR Section 2.4 (RED, 2022).</p>
AA-29	<p>Alternative temporary light construction (i.e. site investigation only) and permanent access from Blakehurst lane. AA-29 runs approximately 3km north east along an existing private estate track past Keepers Cottage. AA-29 is included in the assessment of LACR-01a and LACR-02 in PEIR SIR Section 3 and Section 2.4 (RED, 2022).</p>

ID	Description
AA-30	<p>Alternative temporary construction and permanent access running 2.4km north from the A27 to Keepers Cottage. A new temporary stone road will be installed which will run parallel to the existing tarmac estate track. Where AA-30 reaches an area of Ancient Woodland (Hammerpot Copse), the existing track will be utilised with construction traffic management and/or provision of suitable passing points. AA-30 continues 450m north from Keepers Cottage along an existing estate road. It then runs through woodland which will require the implementation of construction traffic management and/or new passing places. The northern section of AA-30 includes an allowance for a new temporary stone road. Permanent access in this location will use the existing estate road. AA-30 is included in the assessment of LACR-02 in PEIR SIR Section 2.4 (RED, 2022).</p>
AA-31	<p>Alternative temporary construction and permanent access runs approximately 550m west from LACR-01b along a new temporary stone road south of Lee Farm Copse. AA-31 joins up with an existing farm track running south for 950m up Barpham Hill. Provision has been made within the AA-31 for passing places/track upgrades if required. A temporary stone road temporary construction access runs approximately 600m to the east of Upper Barpham Farm before joining back to the existing farm track and running approximately 100m south to join LACR02. Permanent access will continue along the existing estate track used for AA-22 and run west from LACR-01b for 700m along an existing estate road passing through Lee Farm. It then runs south for 350m to the base of Barpham Hill along an existing stone track to join with temporary construction traffic route from the east and travel up Barpham Hill on the existing track. The operation and maintenance vehicles will pass through Barpham Farm joining LACR-02. AA-31 is included in the assessment of LACR-02 (and combined with LACR-01b) in PEIR SIR Section 2.4 (RED, 2022).</p>
AA-32	<p>Alternative temporary construction and permanent access runs along the existing Michelgrove estate track (used for AA-23) from LACR-01c for approximately 2km. Provision has been made within AA-32 for new temporary passing places. AA-32 leaves LACR-01c and runs north and west for approximately 1.8km along the existing estate track. It then runs west for approximately 550m along a new temporary stone road south of Lee Farm Copse to join up with an existing farm track running south for 950m up Barpham Hill. Provision has been made within AA-32 for passing places/track upgrades if required. A temporary stone road construction access runs approximately 600m to the east of Upper Barpham Farm before joining back to the existing farm track and running approximately 100m south to join LACR-02. Permanent access leaves LACR-01c continuing along the existing estate track from Michelgrove House for 3.2km and passing through Lee Farm. After Lee Farm, it runs south</p>

ID	Description
	<p>for 350m to the base of Barpham Hill along an existing stone track to join with temporary construction traffic access from the east where it travels up Barpham Hill on the existing track. The operation and maintenance vehicles will pass through Barpham Farm joining LACR-02. AA-32 is included in the assessment of LACR-02 (and combined with LACR-01c) in PEIR SIR Section 2.4 (RED, 2022).</p>

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3. Glossary of terms and abbreviations

Term (acronym)	Definition
AA	Alternative access
ACR	Alternative Cable Route
Baseline conditions	The environment as it appears (or would appear) immediately prior to the implementation of the Proposed Development together with any known or foreseeable future changes that will take place before completion of the Proposed Development.
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
Habitat Regulations Assessment (HRA)	The assessment of the impacts of implementing a plan or policy on a European Site, the purpose being to consider the impacts of a project against conservation objectives of the site and to ascertain whether it would adversely affect the integrity of the site.
Horizontal Directional Drill (HDD)	A trenchless crossing engineering technique using a drill steered underground without the requirement for open trenches. This technique is often employed when crossing environmentally sensitive areas, major water courses and highways. This method is able to carry out the underground installation of pipes and cables with minimal surface disruption.
LACR	Longer Alternative Cable Route
Landscape and Visual Impact Assessment (LVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development both on the landscape as an environmental resource in its own right and on people's views and visual amenity.

Likely significant effects (LSE)	It is a requirement of Environmental Impact Assessment Regulations to determine the likely significant effects of the Proposed Development on the environment which should relate to the level of an effect and the type of effect.
Locally Important Geological Site	These are equivalent to Sites of Borough or Local Importance for Nature Conservation and accorded equivalent protection.
LWS	Local Wildlife Site
MHWS	Mean High-Water Springs
MR	Modified Route
Onshore	Landward of Mean High-Water Springs
Preliminary Environmental Information Report (PEIR)	The written output of the Environmental Impact Assessment undertaken to date for the Proposed Development. It was developed to support Statutory Consultation and presents the preliminary findings of the assessment to allow an informed view to be developed of the Proposed Development, the assessment approach that has been undertaken, and the preliminary conclusions on the likely significant effects of the Proposed Development and environmental measures proposed.
Preliminary Environmental Information Report Supplementary Information Report (PEIR SIR)	The PEIR Supplementary Information Report (SIR) identified and provided additional supporting preliminary environmental information associated with proposed alternatives and modifications to the onshore part of the original PEIR Assessment Boundary which have been identified since the publication of the original PEIR (RED, 2021) in July 2021.
Public Rights of Way (PRoW)	The laws in England and Wales provide you with the right to walk, ride, cycle and drive in public rights of way in the countryside. Public rights of way include footpaths, byways and bridleways.
RED	Rampion Extension Development Ltd (the Applicant)

Site of Special Scientific Interest (SSSI)	Sites designated at the national level under the Wildlife & Countryside Act 1981 (as amended). They are a series of sites that are designated to protect the best examples of significant natural habitats and populations of species.
SDNP	South Downs National Park
SDNPA	South Downs National Park Authority
SM	Scheduled monument
SPZ	Source Protection Zone
TC	Trenchless Crossing



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4. References

Rampion Extension Development Limited (RED), (2021). *Preliminary Environmental Information Report (PEIR)*. [Online] Available at: <https://rampion2.com/consultations-2021/formal-consultation-detailed-documents/> [Accessed 25 July 2023].

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