

# 4.5.3



## **Rampion 2 Wind Farm Category 6: Environmental Statement Volume 4, Appendix 5.3: Cumulative effects assessment detailed onshore search and screening criteria Date: August 2023 Revision A**

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# 1. Onshore detailed cumulative effects assessment criteria

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## 1.1 Introduction

- 1.1.1 A cumulative effects assessment (CEA) has been carried out in accordance with the EIA Regulations 2017 and Planning Inspectorate's *Advice Note Seventeen: Cumulative effects assessment* relevant to NSIPs (The Planning Inspectorate, 2019).
- 1.1.2 The CEA focuses on other developments in proximity to Rampion 2 which may have effects on the same resources and receptors. Generally, only other developments where an EIA is required are considered appropriate for inclusion in the CEA. The CEA includes other developments that may begin construction, operation or be decommissioned within the same period as Rampion 2 construction or operation.
- 1.1.3 The search and screening criteria for the onshore CEA are further described in this appendix. Following screening of the resultant longlist, the onshore CEA shortlist was produced (see [Appendix 5.4: Cumulative effects assessment shortlisted developments, Volume 4](#) of the ES (Document Reference: 6.4.5.4)). The CEA for each onshore aspect is detailed in [Chapters 17: Socio-economics to 29: Climate change, Volume 2](#) of the ES (Document References: 6.2.17 to 6.2.29).

## 1.2 Temporal, spatial, and information criteria

- 1.2.1 Other developments in proximity to Rampion 2 have been considered in the onshore Cumulative Effects Assessment (CEA) if they meet the following temporal, spatial and technical criteria.
- 1.2.2 The temporal criteria are defined as:
- projects that have started construction up to five years prior to publication of the Environmental Statement (ES); and
  - projects that are deemed likely to go ahead or are going ahead up to 13 years after publication of the ES.
- 1.2.3 The spatial criteria are defined as the largest extent of the Zones of Influence (Zoi) identified by each aspect. This takes into consideration the areas and receptors likely to be affected by Rampion 2 activities and facilities. For the onshore CEA, the search area consists of a 2km buffer around the proposed Development Consent Order (DCO) Order Limits, plus the downstream extents of any watercourses that intersect the proposed DCO Order Limits to their discharge to sea. Further details are provided in [Chapter 5: Approach to the EIA, Volume 2](#)

of the ES (Document Reference 6.2.5), and the search area is shown on **Figure 5.2, Volume 3** of the ES (Document Reference 6.3.5).

1.2.4 The tiering structure has been used for screening and assessment of other developments and is in accordance with Planning Inspectorate Advice Note Seventeen (Planning Inspectorate 2019) (Error! Reference source not found.). The Tiers are listed in descending order of level of detail likely to be available (and certainty of effects arising). Appropriate weight may therefore be given to each scenario (Tier) in the decision-making process when considering the potential cumulative impacts associated with Rampion 2. It is noted in Planning Inspectorate Advice Note Seventeen (Planning Inspectorate 2019) that, where other developments are expected to be completed before the construction of the proposed NSIP and the effects of those projects are fully determined, effects arising from them should be considered as part of the baseline and may be considered as part of assessment in the construction and operational phases (noting that the assessment should clearly distinguish between other developments forming part of the baseline and those in the CEA).

**Table 1-1 Tiers used for screening and assessment of other developments offshore (from Planning Inspectorate Advice Note Seventeen (Planning Inspectorate 2019))**

Tier	Criteria
<b>Tier 1</b>	<ul style="list-style-type: none"> <li>• other developments “<i>under construction;</i></li> <li>• <i>permitted application(s), whether under the Planning Act 2008 or other regimes, but not yet implemented; and</i></li> <li>• <i>submitted application(s), whether under the Planning Act 2008 or other regimes, but not yet determined.</i>”</li> </ul>
<b>Tier 2:</b>	<ul style="list-style-type: none"> <li>• other developments “<i>on the Planning Inspectorate’s Programme of Projects where a Scoping Report has been submitted.</i>”</li> </ul>
<b>Tier 3:</b>	<ul style="list-style-type: none"> <li>• other developments “<i>on the Planning Inspectorate’s Programme of Projects where a scoping report has not been submitted.</i></li> <li>• <i>other developments identified in the relevant Development Plan (and emerging Development Plans - with appropriate weight being given as they move closer to adoption) recognising that there will be limited information available on the relevant proposals;” and</i></li> <li>• <i>“identified in other plans and programmes (as appropriate) which set the framework for future development consents/approvals, where such development is reasonably likely to come forward.”</i></li> </ul>

1.2.5 In assessing the potential for cumulative effects from Rampion 2, it is important to bear in mind that other developments, predominantly those ‘proposed’, may or may not be taken forward for development. Therefore, there is a need to build in a consideration of certainty (or uncertainty) with respect to the potential impacts which might arise from such proposals, in line with the approach set out by the

Planning Inspectorate in Advice Note Seventeen (2019). For example, other developments which are already under construction have a higher degree of certainty that will contribute to cumulative effects than those other development applications that are at an early stage.

- 1.2.6 For these reasons, all of the relevant other developments in the shortlist are allocated into 'Tiers', reflecting their current status within the planning and development process. This allows the CEA to present several scenarios, reflecting the varying levels of certainty of an activity proceeding and therefore the potential for impacts to arise that might act cumulatively with the impacts arising from Rampion 2.
- 1.2.7 The following types and sectors of other developments that have been considered within the onshore CEA Zol include:
- all residential developments of more than 50 properties;
  - all energy infrastructure developments;
  - developments which require an EIA, that is those which fall under Schedule 1 or 2 of the *Infrastructure Planning (Environmental Impact Assessment) Regulations 2017* (the 'EIA Regulations 2017'); and
  - local plan sites<sup>1</sup>.

### 1.3 National Significant Infrastructure Projects considered

- 1.3.1 One relevant Nationally Significant Infrastructure Project (NSIP) has been identified that is located within the proposed DCO Order Limits and the onshore CEA Zol and is included within the onshore CEA shortlist (shown on **Figure 5.4.2, Volume 4** of this ES (Document reference: 6.4.5.4)):
- **A27 Arundel Bypass<sup>2</sup> (Project ID 1<sup>3</sup>)**: This is a new dual carriageway bypass linking together two existing dual carriageways. The indicative programme suggests that construction will take place between 2024 to 2030.
- 1.3.2 Eight relevant NSIPs have been identified that are located within the south east region but which lie outside the onshore CEA Zol and are included within the

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<sup>1</sup> Sites identified within Local Plans will generally not be assessed directly due to lack of detailed information, but any planning applications for allocated sites which arise prior to submission of the ES will be included.

<sup>2</sup> A27 Arundel Bypass project information available at:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/a27-arundel-bypass/> [Accessed 13 June 2023].

<sup>3</sup> Each other project assessed within the Rampion 2 CEA has been given a Project ID, a full list of other project ID's can be found in **Appendix 5.4: Cumulative effects assessment detailed onshore search and screening criteria, Volume 4** of the ES (Document Reference 6.4.5.4).

onshore CEA shortlist (shown on **Figure 5.4.2, Volume 4** of this ES (Document reference: 6.4.5.4)):

- **Hampshire Water Transfer and Water Recycling Project<sup>4</sup> (Project ID 2)**: A proposed water recycling plant and associated underground pipelines at Harts Farm Way, Havant. This other project is located approximately 6km to the east of the Rampion 2 proposed DCO Order Limits onshore at the closest point. The indicative programme suggests that construction will take place between 2027 to 2032.
- **A27 Worthing and Lancing Improvement<sup>5</sup> (Project ID 3)**: A highways scheme that would improve travel conditions, supporting objectives relating to safety, reliability, connectivity, economy, and the integration of transport modes of a stretch of the A27 between Worthing and Lancing. This other project is located approximately 6.25km to the east of the Rampion 2 proposed DCO Order Limits onshore at the closest point. The indicative programme suggests that construction will take place between 2024 to 2030.
- **Gatwick Airport Northern Runway Project<sup>6</sup> (Project ID 4)**: The amendment of Gatwick Airport to support dual runway operations through the routine use of the existing northern runway and to accommodate up to 74 million passengers per annum. The development will include amendments to taxiways, terminals and ancillary facilities, highways, and rivers; as well as temporary construction works, mitigation works and other associated development. This other project is located approximately 17.5km to the north of the Rampion 2 proposed DCO Order Limits onshore at the closest point. The indicative programme suggests that construction will take place between 2025 to 2040.
- **AQUIND Interconnector<sup>7</sup> (Project ID 5)**: This development comprises the proposed construction and operation of an electricity interconnector between Normandy in France and Hampshire in the UK, including both onshore and offshore elements. An onshore buried cable route is proposed between National Grid substation at Lovedean, Hampshire and Eastney, Hampshire covering a distance of approximately 20km. The onshore elements of the development are located approximately 32km to the west of the onshore elements of Rampion 2 at the closest point. The offshore cable route is proposed between Eastney, Hampshire and the UK/France Exclusive

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<sup>4</sup> Hampshire Water Transfer and Water Recycling project information available at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/hampshire-water-transfer-and-water-recycling-project/> [Accessed 13 June 2023].

<sup>5</sup> A27 Worthing and Lancing improvement project information available at: <https://nationalhighways.co.uk/our-roads/south-east/a27-worthing-and-lancing-improvements/#documents> [Accessed 13 June 2023].

<sup>6</sup> Gatwick Airport Northern Runway project information available at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/> [Accessed 13 June 2023].

<sup>7</sup> AQUIND Interconnector project information available at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/aquind-interconnector/> [Accessed 13 June 2023].



Economic Zone (EEZ) boundary, covering a distance of approximately 109km. Part of the offshore elements of the development are located within the proposed DCO Order Limits in the south west corner. Due to delays associated with the successful appeal of the DCO application the indicative programme suggests that construction will take place between 2024 to 2030.

- **M25 Junction 10 / A3 Wisley Interchange<sup>8</sup> (Project ID 6):** This development aims to upgrade the junction with the A3 Wisley Interchange to reduce congestion, improve safety and create more reliable journeys. This other project is located approximately 40km to the north of the Rampion 2 proposed DCO Order Limits onshore at the closest point. The indicative programme suggests that construction will take place between 2022 to 2025.
- **Southampton to London Pipeline Project<sup>9</sup> (Project ID 7):** This development aims to replace 90km of Esso Petroleum Company Limited's 105km aviation fuel pipeline that runs from Fawley Refinery near Southampton to Esso's West London Terminal Storage Facility in Hounslow. The proposed buried replacement pipeline is located approximately 40km to the west of the Rampion 2 proposed DCO Order Limits onshore. The proposed construction schedule indicates that construction will be complete by 2025.
- **M3 Junction 9 Improvement<sup>10</sup> (Project ID 9):** Development and delivery of a scheme of works for increasing capacity, including replacement of a circulatory roundabout with a dumbbell roundabout, conversion of the M3 south of Junction 9 to dual three lane motorway, realignment of slip roads, the addition of new structures, and improvements to safety features, signage, and technology. This other project is located approximately 60km to the west of the Rampion 2 proposed DCO Order Limits onshore at the closest point. The indicative programme suggests that construction will take place between 2024 to 2030.
- **Stonestreet Green Solar<sup>11</sup> (Project ID 10):** Solar photovoltaic array plus energy storage with associated infrastructure and grid connection, with a generating capacity greater than 50MW. This other project is located approximately 80km to the east of the Rampion 2 proposed DCO Order Limits onshore at the

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<sup>8</sup> M25 Junction 10 / A3 Wisley Interchange project information available at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m25-junction-10a3-wisley-interchange-improvement/> [Accessed 13 June 2023].

<sup>9</sup> Southampton to London Pipeline project information available at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/southampton-to-london-pipeline-project/> [Accessed 13 June 2023].

<sup>10</sup> M3 Junction 9 Improvement project information available at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m3-junction-9-improvement/> [Accessed 13 June 2023].

<sup>11</sup> Stonestreet Green Solar project information available at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/stonestreet-green-solar/> [Accessed 13 June 2023].

closest point. The indicative programme suggests that construction will take place between 2025 to 2026.

1.3.3 Further to the NSIPs outlined in **paragraph 1.3** and **paragraph 1.3.2**, one Transport of Works Act Order project located within the south east region but lies outside the onshore CEA ZoI has been identified and included within the CEA and is included within the onshore CEA shortlist:

- **The Rother Valley Railway (Bodiam to Robertsbridge Junction)<sup>12</sup> (Project ID 8):** The development aims to reinstate a section of railway track between Udiam and Robertsbridge in the county of East Sussex, district of Rother. The section links to existing sections of track that would complete the rail link between Bodiam and Robertsbridge Junction. This other project is located approximately 50km to the east of the Rampion 2 proposed DCO Order Limits onshore at the closest point. The indicative programme suggests that construction will take place between 2024 to 2027.

## 1.4 Local Planning Authority projects considered

1.4.1 The onshore CEA other project search via direct requests and planning portals identified 49 projects that are located within the onshore CEA ZoI and have been screened into the onshore CEA shortlist as shown in **Appendix 5.4: Cumulative effects assessment detailed onshore search and screening criteria, Volume 4** of the ES (Document Reference 6.4.5.4) and presented on **Figure 5.4.3, Volume 4** of this ES (Document reference: 6.4.5.4). Through the design evolution process, the onshore cable route has been refined since the information presented in the first Statutory Consultation exercise in 2021 (Rampion Extension Development Ltd (RED), 2021). Consequently, the onshore CEA ZoI presented in the Preliminary Environmental Information Report (PEIR) differs from onshore CEA ZoI presented in this ES. Further to this, other projects considered in the PEIR CEA may have been approved and built out (therefore considered as part of the baseline) or may not have come forward as expected since the first Statutory Consultation exercise. Therefore, some of the other projects presented in the PEIR CEA are not included within the CEA undertaken for the ES as they no longer fall within the scope of the CEA.

## 1.5 Local Plan strategic sites considered

1.5.1 The search of the Local Plans for Planning Authorities within the Rampion 2 onshore CEA ZoI (Arun District Council<sup>13</sup>, Horsham District Council<sup>14</sup>, Mid Sussex

<sup>12</sup> The Rother Valley Railway (Bodiam to Robertsbridge Junction) project information available at: <https://www.gov.uk/government/publications/bodiam-to-robertsbridge-junction-order-transport-and-works-act-order> [Accessed 13 June 2023].

<sup>13</sup> Arun District Council Local Plan available at: <https://www.arun.gov.uk/adopted-local-plan/> [Accessed 13 June 2023].

<sup>14</sup> Horsham District Council Local Plan available at: <https://www.horsham.gov.uk/planning/local-plan> [Accessed 13 June 2023].

District Council<sup>15</sup>, South Downs National Park Authority<sup>16</sup>, West Sussex County Council<sup>17</sup>, and Worthing Borough Council<sup>18</sup>) has identified five strategic local plan sites that are located within the onshore CEA ZoI and have been screened into the onshore CEA shortlist as shown in **Appendix 5.4: Cumulative effects assessment detailed onshore search and screening criteria, Volume 4** of the ES (Document Reference 6.4.5.4) and presented on **Figure 5.4.4, Volume 4** of this ES (Document reference: 6.4.5.4). Three of the sites allocated within the Arun District Council (2018) Local Plan have applications in preparation / consideration or are in construction/have been built. One strategic site has not had an application raised for it. Horsham District Council (2020) had been working on a new Local Plan for up to 2038, which would replace the Horsham District Planning Framework. Consultation on a Regulation 18 draft Local Plan took place in 2020. However, as of October 2021, the work on the development of the Local Plan has been halted in light of changes to the National Policy Planning Framework (NPPF) in 2021. The Council states that it intends to publish a Regulation 19 document in 2023. One proposed local plan site within the Regulation 18 draft Local Plan has been considered within the onshore CEA due to the size and proximity of the potential site.

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<sup>15</sup> Mid Sussex Council Local Plan available at: <https://www.midsussex.gov.uk/planning-building/mid-sussex-district-plan/> [Accessed 13 June 2023].

<sup>16</sup> South Downs National Park Authority Local Plan available at: <https://www.southdowns.gov.uk/planning-policy/south-downs-local-plan/local-plan/> [Accessed 13 June 2023].

<sup>17</sup> West Sussex County Council Local Plan available at: [https://www.westsussex.gov.uk/media/11856/the\\_west\\_sussex\\_plan.pdf](https://www.westsussex.gov.uk/media/11856/the_west_sussex_plan.pdf) [Accessed 13 June 2023].

<sup>18</sup> Worthing Borough Council Local Plan available at: <https://www.adur-worthing.gov.uk/worthing-local-plan/> [Accessed 13 June 2023].

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## 1.6 Glossary of terms and abbreviations

Term (acronym)	Definition
<b>Cumulative Effects Assessment (CEA)</b>	Assessment of impacts as a result of the incremental changes caused by other past, present and reasonably foreseeable human activities and natural processes together with the Proposed Development.
<b>EEZ</b>	Exclusive Economic Zone
<b>Environmental Impact Assessment (EIA)</b>	The process of evaluating the likely significant environmental effects of a proposed project or development over and above the existing circumstances (or 'baseline').
<b>Environmental Statement (ES)</b>	The written output presenting the full findings of the Environmental Impact Assessment.
<b>Mean High-Water Springs (MHWS)</b>	The average throughout the year, of two successive high waters, during a 24-hour period in each month when the range of the tide is at its greatest.
<b>National Policy Planning Framework (NPPF)</b>	The National Policy Planning Framework sets out the Governments planning policies for England and how these are expected to be applied. It provides a framework within which local plans can be developed which reflect the community's needs.
<b>NSIP</b>	Nationally Significant Infrastructure Project
<b>Onshore</b>	Landward of Mean High-Water Springs (MHWS)
<b>Zone of Influence (Zoi)</b>	The area surrounding the Proposed Development which could result in likely significant effects.

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## 1.7 References

Arun District Council, (2018). *Adoption Arun Local Plan 2011-2031* [online]. Available at: <https://www.arun.gov.uk/download.cfm?doc=docm93jjim4n12844.pdf&ver=12984> [Accessed 30 July 2023].

Horsham District Council, (2020). *Regulation 18 Draft Local Plan Consultation*. [Online] Available at: <https://www.horsham.gov.uk/planning/local-plan/regulation-18-consultation> [Accessed 30 July 2023].

*Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended)*. (2017 No. 572). UK: The Stationery Office Limited.

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Rampion Extension Development Limited (RED), (2021). *Preliminary Environmental Information Report*. [Online] Available at: <https://rampion2.com/formal-consultation-detailed-documents/> [Accessed 30 July 2023].

