

## **Green Properties (Kent and Sussex)**

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**Written Representation:  
Rampion Extension Development Limited  
for an Order Granting Development  
Consent for Rampion 2 Offshore Wind Farm**

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## Index

28/02/2024	LA Covering Letter Written Reps 27.02(16004066.1)(16008937.1)(16011505.1)	A-1 - A-2
28/02/2024	Enclosure 1 Statement of Green Properties (Kent and Sussex)	A-3 - A-4
28/02/2024	Enclosure 2 Written Representations of Simon Mole	A-5 - A-13
28/02/2024	Appendix 1 Relevant Representations submitted on 7 September 2023	A-14 - A-16
28/02/2024	Appendix 2 Autumn 2022 Statutory Onshore Consultation	A-17 - A-54
28/02/2024	Appendix 3 Letter from Vicky Portwain from the Applicant dated 18 May 2023	A-55 - A-57
28/02/2024	Appendix 4 - Correspondence from Applicant dated 27 January 2023	A-58



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28 February 2024

Dear Sirs / Madams of Examining Authority,

**20045340 / RAM2-AFP223 Green Properties (Kent and Sussex)**

**Written Representation: Rampion Extension Development Limited for an Order Granting Development Consent for Rampion 2 Offshore Wind Farm**

1. We write on behalf of our client, Green Street Properties (Kent and Sussex) to introduce the written representations in response to the application by Rampion Extension Development Limited for an order granting development consent for the Rampion 2 Offshore Wind Farm Project.
2. Our client is the owner and occupier of land referenced as Land at Kent Street Lane, Cowfold (plots 33/4, 33/22, 33/23, 33/24, 33/25, and 33/26). They strongly oppose the compulsory acquisition powers contained in the DCO, which directly affect their property.
3. Green Properties (Kent and Sussex) is professionally represented by:
  - Annabel Graham Paul, Counsel, of Francis Taylor Building Chambers
  - Matt Gilks & Tom Etherton, Solicitors, of Lester Aldridge LLP
  - Simon Mole, Chartered Surveyor, of Montagu Evans
4. The proposed construction method, which includes open cut trenches across a wide area of the Land, will lead to substantial loss of productive land and income. Additionally, the positioning of the cable route prohibits our client's participation in the Platinum Woodland project to celebrate the late Queen's Platinum Jubilee, a project they hold in high regard. Our client has provided a written statement in respect of this, which are enclosed.

5. We express serious concern over the Applicant's failure to adhere to Government Guidance on the use of Compulsory Acquisition powers. They have consistently neglected to consider alternatives, engage in meaningful negotiations, offer dispute resolution, or justify the extensive powers being applied for.

6. The Land at Kent Street is a 32.38 hectare area, part of which, as we have said, was intended to be included in the Queen's Platinum Jubilee Woodland Programme. The DCO Land Plans propose a 100m wide acquisition corridor, rendering the entire area unusable and unviable. This is particularly alarming given the additional consideration of the Woodland Trust's withdrawal of support due to the possibility of damage from the Rampion 2 cable construction corridor.

7. Furthermore, the Applicant's proposal to have acquisition rights for up to 7 years after the Order is made is unprecedented and unreasonable. This indicates a premature application and a lack of identifiable project funding.

8. Our client has also received an approach from JBM Solar, owned by the Applicant's parent company, for a potential cable corridor for a solar array. We ask the examining Authority to investigate this fully to understand the Applicant's intentions.

9. This has raised further suspicions around the Applicant's intentions for the large 100m width corridor over their land.

10. In response, our client seeks specific modifications to the DCO. These include a reduction of the cable corridor width, relocation of the corridor further south to avoid the planted saplings, and provisions for Horizontal Directional Drilling underneath the land. We also request that the existing private field access from Kent Street (plot 33/25) should not be extinguished by the DCO.

11. The written representation of Simon Mole details our concerns in full. We trust that these concerns will be taken into account by the Examining Authority during the decision-making process. We look forward to your understanding and careful consideration of the matters raised.

Yours faithfully



**LESTER ALDRIDGE LLP**

## **Statement of Green Properties (Kent & Sussex) Ltd**

### **The Examining Authority**

Dear Sir/Madam

I represent Green Properties (Kent & Sussex) Ltd

I wish to disclose the following facts regarding my experience with RWE.

Despite RWE's false claim in a letter 16.12.2022 that they were not notified of the tree planting until November 2021, this was discussed at meetings at College Wood 11 August 2021 and 13 October 2021. See Savills letter 15 December 2022.

This was well in advance of the decision to site the substation. Quote from Agents email 22 November 2021: "This covers the entire Holding" RWE refused to accept throughout the information provided and were clearly resolute on simply destroying the project.

I refer specifically to Savills letter 15 December 2022. The Queens Green Canopy Project paras 1 & 2. This very clearly sets out the facts and the contents of a letter from the Woodland Trust setting out their very rigid position which RWE have blatantly refused to accept in pursuit of their project throughout.

On 28 March 2023 I received a threatening letter from RWE that they would "remove saplings along the cable corridor".

Having ignored all our detailed correspondence on the Woodland Trust and Queens Green Canopy Committees very genuine concerns. RWE had now despicably and recklessly destroyed an amazing legacy to our Late Queen Elizabeth II. "The Queens Platinum Jubilee Wood", a wish of the late Queen to plant 70 woods of 70 acres each throughout the UK, one for each of her years of reign. This was the first new planting of 70 acres under this initiative in the whole of the Southeast of England.

Two alternative routes were proposed to RWE. To date there has been no definitive or compelling response. This would have saved the Woodland Project in its entirety. The utter hypocrisy of sacrificing this very unique legacy which would all have made a contribution to carbon offsetting and climate change and net zero is beyond belief.

RWE refuse to pay the Company their substantial professional fees yet made demands at will. And have no shame in making dishonest statements.

Green Properties (Kent & Sussex) Ltd. Have been forced to incur considerable professional costs as a result RWE refusal to accept information provided. Green Properties (Kent & Sussex) Ltd are taking it extremely seriously that they have dishonestly been misrepresented to the Examining Authority by the Applicant.

Apart from a dormouse survey the Applicant or the representative of the applicant has never ever met or engaged on site with the Landowner or any representative of the Landowner at Kent Street. The Applicants claim that the Landowner has requested not to be sent Heads of Terms for the proposed route is entirely dishonest. Quite the opposite, see our several requests in Correspondence. The Applicants claim to be fully engaged in active discussions.

I have just waited almost 6 months for a partial response to a 9 page letter I wrote to the applicant on 31 July 2023.

The experience and Green Properties (Kent & Sussex) Ltd could just be the tip of the iceberg. These issues may well run more widespread.

We believe the Examining Authority cannot possibly approve this application where there is clear evidence of dishonest representation of Landowners opening the possibility of challenge in the High Court. With evidence from the Landowners.

We will vigorously resist any attempt to extend the corridor to 100 m. and close of the only access road. A letter from RWE 27 January 2023 clearly states "our construction corridor can be reduced further to a construction corridor of 30m" width and a 15m permanent easement.

It is blatantly clear that the extra 70m is not required for the Rampion 2 project but an attempt to control it for a completely unrelated project by a subsidiary of RWE.

**Application by Rampion Extension Development Limited for an Order granting Development Consent for the Rampion 2 Offshore Wind Farm Project**

**Written Representations submitted jointly on behalf of Green Properties (Kent & Sussex) Ltd**

**20045340 / RAM2-AFP223 Green Properties (Kent and Sussex)**

**Planning Inspectorate Reference: EN010117**

1. These Written Representations are submitted on behalf of Green Properties (Kent & Sussex) Ltd (Our Client) in response to the application by Rampion Extension Development Limited (the Applicant) for an Order granting Development Consent for the Rampion 2 Offshore Wind Farm Project (the Draft Order).
2. This section relates to the compulsory acquisition powers contained in the DCO and the impact they will have on our client's property.
3. Our Client is the owners and occupiers of land referenced within the DCO limits as Land at Kent Street Lane, Cowfold (plots 33/4, 33/22, 33/23, 33/24, 33/25, and 33/26 – "the Land").
4. The land is directly affected by compulsory acquisition powers sought in the Draft Order.

### **SUMMARY OF WRITTEN REPRESENTATIONS**

5. Our Client's position on matters remains as substantially set out in the Relevant Representations submitted on 7<sup>th</sup> September 2023 which are attached at **Appendix 1** of these Written Representations.
6. Our Client objects to the acquisition of rights and imposition of restrictive covenants over their Land.
7. The proposed construction method of open cut trenches across and unjustified wide area of the Land will lead to the loss of substantial parts of productive land and will result in the extinguishment and loss of income for a sole trader farmer.
8. The chosen route for the cables led to our client being unable to participate in the Platinum Woodland project to celebrate the Queen's Platinum Jubilee.
9. The Applicant has completely failed in their duty to satisfy Government Guidance on the use of Compulsory Acquisition powers at every level. They have:
  - (i) Failed to consider alternatives and suggested route changes put forward by our Client.
  - (ii) Failed to negotiate prior to the submission of the DCO application. No heads of terms have been issued during the pre-examination phase.
  - (iii) Failed to engage in meaningful consultation with our client and in some cases failed to include them in consultation events.
  - (iv) Failed to offer dispute resolution.
  - (v) Failed to justify the extent of powers being applied for

## **WRITTEN REPRESENTATIONS**

### **Background**

10. The Relevant Representations attached hereto set out details of our Client's ownership. In summary, the Land at Kent Street comprises 32.38 hectares of permanent pasture and woodland owned by our client. The fields are occasionally grazed and not ploughed and are abundant with flora and fauna.
11. Part of the land comprises of saplings planted intended to be part of the Queen's Platinum Jubilee Woodland Programme.

### **Effect on Agricultural Land and Businesses – Land at Kent Street Lane**

12. The land at Kent Street Lane included in the Draft Order will grant rights for the Applicant to take possession of a linear strip of land of some 327 metres in length for an undefined period of time for the purposes of the Onshore Connection Work.
13. The powers being sought are defined at Work No.19 on the Works Plans which is referred to in the Draft DCO as being the onshore cable installation works including the installation of two transmission cables and temporary construction consolidation sites, construction of a haul road and accesses and other rights. It is understood Work No.19 will grant permanent rights to the Applicant.
14. The DCO Land Plans identify a much wider width of land being impacted by the compulsory acquisition powers understood to be 100 metres. The Applicant has not communicated (or justified why) a width of 100 metres is required here. Not least Work No.19 makes reference to up to 2 transmission cables being installed as opposed to four cables in the Work No.9 land where the permanent width is only 40 metres. This is covered in more detail below in the section "Compulsory Acquisition – Clear idea of use of land".
15. The impact of a 100m swathe of land being permanently impacted by the rights is to render the whole area of land unusable and unviable. There are no crossing points proposed or identified and there is no provision for our Client to pass and repass over the Order land to access land either side of the acquisition corridor and onto the public highway as their gateway is within the Order Limits.
16. Our Client seeks a binding commitment from the Applicant, which includes detail and agreement on how shared access arrangements would be safely managed. To date no offer of such a commitment has been made by the Applicant.
17. Our client applied to the Woodland Trust for inclusion in the Platinum Woodland project for the Queen's Green Canopy Programme for her Platinum Jubilee (see - <https://www.royal.uk/the-queens-green-canopy-0>). He was delighted to have been accepted by the Woodland Trust and saw this as a real honour.
18. Our client communicated this to the Applicant in May 2021 and asked them to take this into consideration when designing the cable corridor. At the time the Applicant was

consulting on two potential corridors across the Kent Street Land (known as the Northern and Southern options). Our client made representations through their agent that the Southern corridor would avoid the proposed Platinum Woodland area and was his preference. Indeed our client has planted saplings within the land and left a corridor unplanted for the cable corridor. Unfortunately the DCO corridor is much wider than the corridor left by our client.

19. Subsequently the Woodland Trust confirmed they were no longer able to support our client's plans to plant a Platinum Wood at Kent Street whilst there is a possibility of the woodland being threatened or damaged as a result of the Rampion 2 cable construction corridor.
20. The Applicant included both routes in their consultation material right up to their Autumn 2022 Statutory Onshore Consultation (attached at **Appendix 2**).
21. A letter received from Vicky Portwain from the Applicant dated 18<sup>th</sup> May 2023 (**Appendix 3**) confirms the Applicant's decision to proceed with the Northern Corridor. The reasons given are in paragraph 5 onwards including a "*combination of engineering requirements and policy constraints for a small SSSI immediately to the west of Kent Street, reconfirmed that the southern route option would involve greater environmental impacts than for the northern route and that there was no justification to progress this route*".
22. We have checked Natural England's Open Data Publication which is a record of all SSSI's in England. According to Natural England's maps there are no SSSI's to the west of Kent Street or in the vicinity of the land.
23. In addition to the binding commitment sought at paragraph 17, our client also seeks a modification to the DCO so that the cable corridor is located within the land left clear of saplings by our client.

#### **Land take and severance during construction**

24. The Draft Order will grant rights for the Applicant to take possession of a linear strip of land at Kent Street of some 327 metres in length for an undefined period to install 2 cable circuits in an open cut trench within a linear strip of land up to 100 metres in width.
25. The powers being sought are defined at Work No.19 on the Works Plans which is referred to in the Draft DCO as being the onshore connections works including the installation of two transmission cables and temporary construction consolidation sites, construction of a haul road and accesses and other rights. It is understood Work No.19 will grant permanent rights to the Applicant to all of the land in the DCO (i.e. across the entire 100 metre width).
26. However, the Applicant confirms in their Cable and Grid Connection Document (Document Reference 5.5) the required permanent corridor width (permanent rights) is only 25 metres in maximum as a reasonable worst-case scenario. It is not clear how the extent of land not required permanently will be released from the permanent rights and in effect the Applicant is burdening more land than is needed for the operation of the Project. This is unsatisfactory and an ineffective way to use compulsory acquisition powers.



27. The DCO Land Plans affecting the Land at Kent Street (sheet 38) show the linear parcel of land effectively severing the holding into 2 halves. Article 25 of the Draft DCO confirms that all existing private rights over the Order land will be extinguished. There are no crossing points proposed or identified therefore permanently depriving the ability for our client to pass and repass over the cable corridor area.
28. In addition the access point and gateway serving the land from Kent Street is also included within the DCO limits and is therefore unavailable both during the construction period which is undefined and permanently due to the way Article 25 is intended to work.
29. Our Client requires a binding commitment from the Applicant, which includes detail and agreement on how shared access arrangements would be safely managed. To date no offer of such a commitment has been made by the Applicant.

### **Unreasonable extent of powers**

30. Article 23 of the draft Order proposes the Applicant can have up to 7 years after the Order is made to serve acquisition notices. This period is unprecedented and wholly unreasonable in burdening private land for such a long period. Similar DCO Projects (e.g. Bramford to Twinstead Reinforcement) have requested a period of no more than 5 years after the Order is made to serve acquisition notices.
31. The 7 year period requested by the Applicant suggests their application is premature and has no identifiable funding to pay for project.

### **Compulsory acquisition – Clear idea of use of land**

32. DCLG Guidance: Planning Act 2008 Guidance related to procedures for the compulsory acquisition of land ('CA Guidance') sets out the relevant tests. It states at Paragraph 9:

*"The applicant must have a clear idea of how they intend to use the land which it is proposed to acquire."*

33. The Applicant does not have a clear idea of how they intend to use the Land which is proposed to acquire. The Applicant is uncertain as to how the Land will be used and are applying for powers over a greater extent of land than is required.
34. The Applicant is applying for permanent rights over (at least) 100 metres width of land. The submission documents confirm that only 25 metres width is required.
35. In addition the Applicant has confirmed in correspondence with our client (see **Appendix 4**) in a letter dated 27<sup>th</sup> January 2023 that:

*"In fact, we have now considered further the matter of our construction corridor width and have concluded that the section of the route between Oakendene and the NGET Bolney substation can be reduced further to a construction corridor of 30m width and 15m wide permanent easement"*

36. Clearly there is no justification for the DCO corridor at Kent Street as submitted by the Applicant which is supported by their own statements.
37. Our client received a letter from JBM Solar (owned by the Applicant's parent company) in July 2023 seeking an option agreement for a potential cable corridor for a solar array in the local area which may require a route over the Kent Street land to connect into the Bolney substation. Our client finds the timing of this approach suspicious given the Applicant included a 100m width corridor over their land.
38. We remind the Applicant that, if granted, the DCO will only provide permission for the Rampion 2 project and its associated cable infrastructure. It is not an opportunity to grab more land for future projects.
39. Our client seeks a modification to the DCO to reduce the width of the construction corridor subject to Work No.19 to be reduced to no more than 30m in width.

**Compulsory Acquisition – reasonable efforts to reach agreement by negotiation.**

40. CA Guidance states:

*“Applicants should seek to acquire land by negotiation wherever practicable. As a general rule, authority to acquire land compulsorily should only be sought as part of an order granting development consent if attempts to acquire by agreement fail.” (paragraph 25)*

41. Case law, other guidance and recent Inspector Reports following Public Inquiries confirms that such efforts should be reasonable.
42. The Applicant failed to issue Heads of Terms (HOTs) for an agreement or attempt to engage with our client until January 2024 which was only triggered by the submission of our client's relevant representation. Terms were finally issued on 26<sup>th</sup> January 2024 and contain a number of points which are inconsistent with the DCO including the width of land over which rights are required.
43. Our Client does not consider the terms to be reasonable because they require even more onerous and restrictive rights to be created than provided for in the Draft DCO, and over a much larger area of Our Client's Land than the Order Limits (described in the HOTs as the 'Grantor's Property').
44. Examples of onerous obligations over the Grantor's Property in the HOTs include requirements to:
  - Enter into an Option Agreement for a temporary Construction Corridor, Construction Access and other rights as necessary including an Easement Strip over the entirety of our Client's Property including dwelling houses and buildings.
  - Unlimited rights to enter the entirety of the Client's Property as may reasonably required in connection with the Project.

- Seek the Grantee's consent before routine property management decisions, including disposing of any interest or letting in the Grantor's Property (not just in the Order Limits).

45. Our Client is committed to constructive engagement with the Applicant to seek to agree terms by negotiation, however to date and in light of the onerous HOTs presented, do not consider the Applicant has made reasonable efforts to acquire the rights it seeks in the Land by agreement.

46. We also question the motive of the Applicant in only issuing heads of terms after the submission of Relevant Representations which raised this as a matter of concern.

47. We note in the Barking Vicarage Fields decision, the Inspector analysed whether the applicant in that case had followed the specific recommendations of compulsory purchase guidance when considering if reasonable efforts had been made to use compulsory purchase as a last resort. The applicant's failure to follow guidance in that case was a significant contributing factor in the CPO application being rejected.

48. We conclude the Applicant's failure to follow guidance throughout the planning process is a relevant consideration as to whether reasonable efforts have been made to use compulsory acquisition as a last resort.

#### **Failure to consult with our Client**

49. As can be seen in from the above, a number of alternative suggestions to the cable corridor are being considered by our client in an attempt to alleviate the impact of the Scheme on the use and enjoyment of their property.

50. This includes a modification to the cable route to enable our client to participate in the Queen's Green Canopy and plant a Platinum Woodland on their land.

51. It is clear from the correspondence received from the Applicant (see **Appendix 4**) that they have failed to follow through on their promises.

52. It was not until the letter received from Vicky Portwain (see **Appendix 3**) in April 2023 that the Applicant finally revealed their reasons for pursuing the northern corridor. Although as we have established the reasoning appears to be on false pretences.

#### **Use of HDD**

53. In addition to suggesting an amended corridor, our client has suggested of the Applicant employing HDD installation technique to mitigate the impacts of the scheme on the land at Kent Street.

54. The plan at page 51 of Volume 4 Appendix 4.1 Crossing Schedule (Document Reference 6.4.4.1) show that HDD is being used to cross Kent Street and partially into our client's land.

55. Our client would like the HDD to extend further east into the third field before resorting to open cut trenching as this will avoid the saplings.
56. This should be perfectly possible without incurring any additional costs as there is no HDD compound required with the cables simply being pulled upwards towards the trenched section.

## **Conclusion**

57. The project will have a detrimental impact on the use and enjoyment of our client's land by destroying saplings and permanent pasture habitats.
58. In addition, significant amounts of land will be lost during the construction period and reinstatement of the land, this period could be up to 3 years.
59. Our written representation demonstrates there is no justification for a 100m width corridor and the DCO will need to be amended.
60. Our client has put alternatives to the Applicant to mitigate these impacts. He has been repeatedly ignored throughout the pre-examination period. It is only latterly the Applicant has provided scant information to justify their approach to their land, and on investigation this appears to be untrue.
61. Planning Act Guidance related to the procedures for the compulsory acquisition of land (Sept 2013) confirms that Applicants should carry out early consultation with landowners to build up a good working relationship with those whose interests are affected by showing that the applicant is willing to be open and to treat their concerns with respect. We consider the Applicant has failed in their duty and has not treated our client with respect.
62. In respect of negotiations the Planning Act Guidance states:  
  
*Applicants should seek to acquire land by negotiation wherever practicable. As a general rule, authority to acquire land compulsorily should only be sought as part of an order granting development consent if attempts to acquire by agreement fail.*
63. The Applicant has failed to adhere to the guidance. There were no attempts to acquire our client's interest by agreement. Heads of Terms were only issued in January 2024, 4 months after the submission of the DCO and only after receiving our client's relevant representation. This is poor practice and follows the pattern established in consultation with our client.
64. Our client considers that there is not a compelling case in the public interest to authorise compulsory acquisition of their land in accordance with the Draft DCO.
65. Our client seeks to amend the Draft DCO to reduce the width of the cable corridor and either relocate it further south to avoid the saplings or to include provisions to HDD underneath the land as suggested in paragraphs 54 to 57.

66. In addition the existing private field access from Kent Street (see plot 33/25) should not be extinguished by the DCO otherwise the entire block of land will be severed.

67. The Order powers should be available no more than 5 years after the Order is made.

**Simon Mole**

**Montagu Evans LLP**



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< [Back to list](#)

## Rampion 2 Offshore Wind Farm **Representation by Green Properties (Kent & Sussex) Ltd (Green Properties (Kent & Sussex) Ltd)**

**Date submitted** 6 November 2023

**Submitted by** Members of the public/businesses

RELEVANT REPRESENTATIONS Rights sought 1. Green Properties (Kent & Sussex) Ltd (“Owner”) is the freehold owner of plots 33/4, 33/22, 33/23, 33/24, 33/25, and 33/26 (“Land”), listed in Category 1 of the Book of Reference. 2. The Applicant is unnecessarily seeking to acquire new rights, impose restrictive covenants, and temporarily use land within their ownership for the installation of electricity connection cables between the proposed converter station at Cowfold and the substation at Bolney. 3. The proposed acquisition of new rights and imposition of restrictive covenants will permanently affect the enjoyment and use of the Order Plots and the Applicant has not justified the need for this premature acquisition. Inadequacy of consultation process 4. The Applicant’s Statement of Reasons (“SoR”) confirms that consultations were conducted with affected persons and their feedback was considered in the cable route design decision-making process (see SoR ref. 6.2.3). However, the Applicant has woefully failed to appropriately consider alternative proposals put forward by the Owner. 5. The Applicant’s route completely destroys the Owner’s woodland planting scheme, which was previously accepted as part of the prestigious Queen’s Green Canopy (“QGC”) programme launched by the Woodland Trust specifically for the platinum jubilee of the late Queen Elizabeth II consisting of 70 acres. 6. The Owner kept a 50-meter strip free of saplings for the Applicant’s cable installation and the Applicant has not considered this route. 7. The Owner repeatedly presented alternative routes that were ignored by the Applicant thereby demonstrating a continued pattern of disregard for consultation. For example: a The Applicant conducted a Targeted Onshore Cable Route Consultation from 18th October 2022 – 29th November 2022, including looking at different areas including at Area 7a (Cowfold). The map provided as part of Area 7a consultation shows two potential route corridors affecting the Owner running east from the proposed Oakendene Project Substation, yet the consultation document does not consult on these two options. b The Applicant presented a “third”

option – by way of a single plan dated March 2023 - without any explanation or background information, and again chose not to consult or provide further details on this option. c The recent Cowfold Consultation (see Exhibition boards presented at the event on 21st June 2023) reveals conflicting information. Slide 2 shows the two cables corridors moving east from Oakendene (as per the 2022 material). The sketch on slide 3 shows a single corridor option which matches the current DCO Land Plans. It is therefore evident that the Applicant had already made a pre-determined decision on which corridor to pursue. Failure to negotiate the CPO 8. The Applicant has not seriously considered alternative means of bringing about the objective of the CPO in respect of the Land. 9. The SoR states that: Discussions with landowners for the land rights required for the cable route and associated operational access routes have been taking place and are ongoing with the majority of landowners and (where appropriate) their agents / advisors. Key Terms have been issued in the majority of cases where there has been active landowner engagement so as to enable heads of terms to be provided. 10. This is untrue and there is an overwhelming case that the Applicant has failed properly comply with the Government Guidance on CPOs & The Criche Down Rules. For example: a no heads of terms for a voluntary agreement have been issued to the Owner. b The Applicant requires agreement with 173 landowners and its own records confirm that it is in negotiation with just 25 landowners (14%) and terms agreed with 3 landowners (1.7%). 11. The ground under which a CPO is needed because negotiations to acquire land by agreement have been unsuccessful. The acquiring authority must show that: a it (or its agent) has sought to acquire the land by agreement by pursuing negotiations with the Owner; AND b these have failed that therefore the CPO is needed as a measure of last resort. 12. The Applicant has not shown this and displays a continued unwillingness to engage with affected parties, including the Owner. The Owner (via its agents) is open to meaningful negotiation with the Applicant and awaits engagement to agree an acceptable route. Extent of CPO not justified 13. A CPO must only be confirmed where there is no alternative means of bringing about the objective of the CPO. This is widely accepted as meaning other than by use of compulsory purchase powers. 14. The DCO Land Plans identify a corridor of 100 metres through the Land over which it seeks rights. It completely contradicts the Applicant which previously confirmed in writing they required a much narrower corridor. The inclusion of 33/25 within the DCO also completely severs the entirety of the Land from the public highway and is not proportionate. 15. The only reasonable explanation for creating a corridor of such excessive width is that the Applicant is aggressively pursuing long-term strategic objectives that are completely irrelevant to the scheme objectives. 16. There has been not meaningful attempt by Applicant to justify the CPO by reference to alternatives which would achieve the same objectives in breach of their common law duty. Failure to Offer Dispute Resolution 17. The Applicant has not offered the Owner access to ADR throughout the CPO process, contrary to the Government's CPO Guidance. Lack of funding 18. The Applicant lacks funds and cannot guarantee funding from its shareholders for the project as it is a SPV, which does not have assets of its own. There is a risk the Applicant cannot fund the project and would be unable to offer compensation to affected parties. This is also relevant as there must be adequate resources available to implement both the CPO and the CPO scheme within a reasonable time frame.



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# Rampion 2 Second Round of Statutory Consultation: Potential Onshore Cable Route Changes

Have your say on our proposals  
between Tuesday 18<sup>th</sup> October  
and Tuesday 29<sup>th</sup> November 2022



A-17

## Contents

**Introduction to this Consultation** ..... 02

**Our cable route areas** (please refer to the map below)

Area 1: Climping Beach to Lyminster ..... 08

Area 2: Lyminster to Sullington Hill (Modified Route) ..... 14

Area 3: Crossbush to Michelgrove (Central Route) ..... 28

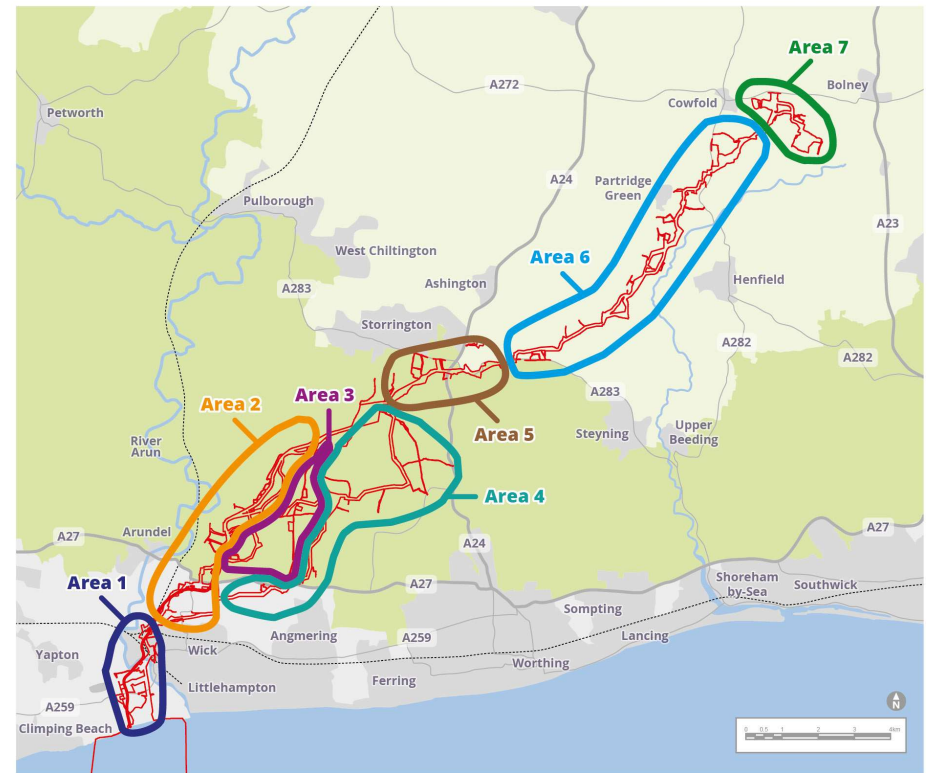
Area 4: Lyminster to Sullington Hill (Eastern Route) ..... 36

Area 5: West and North of Washington ..... 52

Area 6: Wiston to Kings Lane ..... 58

Area 7: Substation Approach ..... 68

**How to have your say** ..... 73



# Introduction to this Consultation

This section of our booklet tells you:

- about this consultation
- some of the decisions we have already made about our project
- how we have divided up our cable route into areas so you can find the changes of most interest to you
- about our approach to cable route construction and reinstatement
- about our environmental assessments

## What is this consultation about?

This consultation is only about potential changes to our onshore cable route. The onshore cable route would cover a distance of approximately 40km, but the works to install the cables would only be temporary. The land affected by the installation works would be fully restored back to its former condition once complete, other than occasional access covers for maintenance.

We are doing this consultation because of feedback we have received from consultation and ongoing engagement, along with our own engineering and environmental work.

We are presenting a number of potential changes for consultation, in the form of alternative and modified cable routes or accesses, or entirely new trenchless crossings or accesses. The new accesses could be for use during construction, operation or both. In some areas we are proposing much longer alternative cable routes.

This booklet provides a summary of the new potential changes and shows where they are on the route. If you want to, you can just respond based on this document, or you can read more in our other consultation documents. This includes more detailed information about potential environmental effects in our 'Preliminary Environmental Information Report - Supplementary Information Report' (or 'PEIR SIR' for short). The PEIR SIR adds more environmental information about these new potential changes to the PEIR we consulted on last year.

The onshore cable route changes are the focus of this consultation. All feedback received will be considered alongside the feedback already received on our original cable route proposals. This will help us reach a final decision on which options to adopt for our final proposals, which we will submit in our consent application in 2023.

## What makes up this consultation?

The main things making up this consultation are:

### This Consultation Booklet

This booklet contains a summary of the potential onshore alternatives and modifications and how to respond to this consultation.

### Consultation response form

A form for respondents to express their views on the changes and submit to the project team for consideration. Consultation responses will also be accepted via email and mail.

### Work Plans

We've produced plans for our potential changes which are similar to those that will be in our future consent application. These give more information on where we are proposing extra works areas relative to the original route that we consulted upon in 2021.

### PEIR SIR

The PEIR Supplementary Information Report, which includes more detailed preliminary environmental information about our proposed alternatives and modifications. Our original PEIR document also forms part of this consultation, as you can use it to understand more about what is written in our PEIR SIR.

### Outline Code of Construction

We previously developed an Outline Code of Construction which sets out how we would manage the construction works in a responsible manner. This can be viewed and commented on as part of this latest consultation via our website.

### Videos

You can watch various videos to help understand this consultation and our approach to onshore construction. These are:

- Introduction to the consultation from the Project Manager and Stakeholder Manager
- Cable route reinstatement video from the original Rampion project, about how we restore the land after our cable is laid
- A series of construction videos from the original Rampion project

### Archived Consultation Materials

Although we are not asking for comments on them in this consultation, you can still view all our original consultation materials from our Statutory Public Consultation held from July to September 2021. You may want to view them for a wider understanding of our project, so we continue to make them available at [www.Rampion2.com/consultations-2021](http://www.Rampion2.com/consultations-2021)

## We want to hear from you:

This consultation has been designed for people and organisations to give us their views and contribute to the evolving design of the Rampion 2 project. It provides an opportunity to comment on potential changes to our onshore cable route which may be local to your home or business, or be somewhere that you visit.

Providing your feedback on our potential alternatives and modifications, can help influence our final onshore cable route proposals.

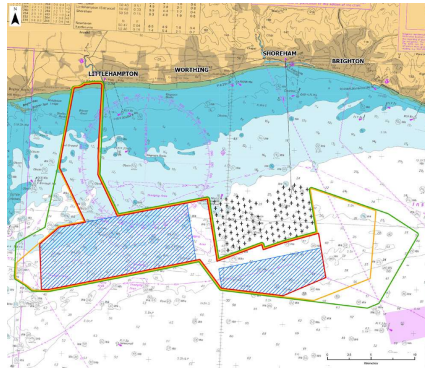
We encourage anyone who has any kind of interest in our potential changes to give us their views. This could be about how the potential changes may benefit or impact you, or something you care about.

## Parts of our project we've now fixed

This consultation is about potential changes to our onshore cable route only. However, based on two previous stages of consultation, we've already been able to make some final decisions about other parts of our project:

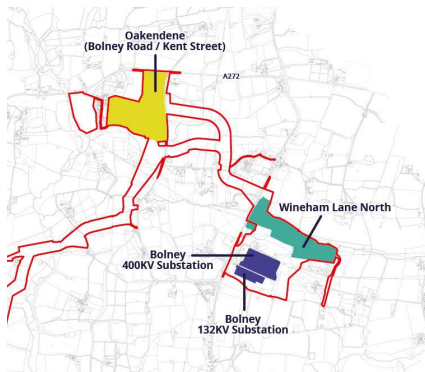
### Where our offshore wind turbines might go:

We recently announced changes we've made to the offshore areas of our wind farm in response to consultation feedback. We are not proposing to hold any further consultation on the offshore parts of our project before our application for development consent. However, you can learn more about the changes we have made to the offshore proposals at [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation)



### Our chosen onshore substation location:

We've also recently announced the site we have chosen for our onshore project electricity substation. This was selected from a shortlist of two locations which we consulted on last summer. These were Bolney Road/Kent Street (which we are now calling "Oakendene") and Wineham Lane North. We have decided to move forward with the site we are calling 'Oakendene' and have formally dropped the Wineham Lane North site. We've also dropped some cable route options that were only required for Wineham Lane North, but will still need some cables in that area, as that is where we connect to the existing National Grid Bolney substation.



We've produced a document that captures the main feedback we've received to date and how we've sought to respond and make changes where appropriate. You can read this document at [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation).

## Definitions Throughout this document we use some key definitions:

**Alternative Cable Route (ACR):** Potential cable route alternatives which we would like your feedback on.

**Longer Alternative Cable Route (LACR):** Just north of Lyminster we have two much longer alternative cable routes several kilometres in length, so we have named them differently to make them clearer.

**Modified Route (MR):** New areas added to give extra flexibility around our existing cable route or access proposals. They are less likely to lead to new significant environmental impacts relative to ACR and LACR.

**Alternative Access (AA):** New accesses for construction and/or operation which we are considering to get access from the local highway network.

**Open trenching:** Most of our cable route will be installed by digging a trench and putting ducts in. Ducts are like tubes that we join together. The cables are then pulled through the ducts later. Using ducts allows us to dig shorter trenches at a time and reinstate the ground above them more quickly.

**Trenchless crossing (TC):** In some locations we will need to drill or bore under obstacles such as rivers, railways and Climping Beach. This avoids disturbing the environment above or stopping transport services. A temporary drilling construction compound is needed at each end of the works.

**Receptors:** Something that could be affected by our works, for example, a property or nature conservation site that might hear construction noise. We identify receptors to understand the potential effect of our project.

**Landfall:** Where our offshore cables come ashore at Climping Beach.

**Onshore substation:** Our new project substation at Oakendene, to transform the power from the wind farm to a higher voltage for connection to the national electricity transmission network.

**National Grid Bolney substation:** The existing substation for our connection to the national electricity transmission network.

**Cable route:** The route for our electricity cables from the landfall to the Bolney substation, via our own onshore project substation. The cables would be laid underground over a normal construction width of 50m, including our temporary construction works and the 20m permanent space we need for cables.

**Cable corridor:** A wider corridor is often shown beyond our cable route, to allow flexibility, which we will decide whether to keep after our consultation.

**Indicative cable route:** This is to help the reader interpret the maps, but is only an example of where the 50m route might run.

**Construction traffic:** This could run along our actual cable route, dedicated access routes we create, or on the local highway network.

**Construction access:** Used for construction vehicles to get to our cable route from the local highway network.

**Operational access:** Used by vehicles to monitor or maintain our cables during operation of the wind farm.

**PEIR:** Our Preliminary Environmental Information Report (PEIR) is an initial assessment of the original project, consulted on in summer 2021.

**PEIR boundary:** The boundary for the onshore proposals we consulted on in summer 2021.

**PEIR SIR:** Our PEIR Supplementary Information Report (SIR) provides extra information on the changes that are the subject of this consultation.

**Work Plans:** Plans prepared to show the general categories of works in each of the new areas we are consulting on.



# Cable route construction and reinstatement

## What is your cable route like?

There will be no electricity pylons as the cables will be buried underground for the whole route, meaning most cable route impacts will be temporary. This consultation will help us look at how we might reduce our impacts further.

We aim to make our cable route as short as possible, whilst still carefully considering its impacts and avoiding key obstacles, locations or features.

Our 50m construction width allows:

- The permanent width of our electricity cable route and enough room to maintain it
- Extra width which we only need when building the cables, such as to store material we dig up, for construction compounds and for access routes within our working area

## How do you build the cable route?

When installing cables we typically:

1. Prepare the site with accesses and fencing. We also remove soil except where we use trenchless crossings
2. Open trench or trenchless crossing are used to install ducts for the future cables
3. Cables are pulled through the ducts and connected together
4. Reinstatement where we have dug trenches or removed soil
5. Removal of all temporary fences, compounds and access routes

## What about the environmental impacts?

Overall, our preliminary assessments show that some of our potential changes in this booklet are likely to change the overall conclusions on impacts that we presented in our PEIR in summer 2021. We have therefore included a summary of these changes in each part of this booklet, which looks at our cable route in 7 areas. You can tell us about any comments or concerns you have about the environment in those areas.

You can also read more detailed environmental information about our potential changes in our PEIR SIR including new receptors.

## "Reinstatement": The process of putting the land back to how it was

Once the cables have been pulled through the ducting, the construction areas we have disturbed are fully reinstated. Soil is returned, hedgerows are replanted and grass is reseeded.

Once the reinstatement is fully established, the fencing and access points are removed and the land is handed back to the landowner.

For the original Rampion project, there is a requirement to monitor the reinstatement over a 10 year period and we propose to do the same for Rampion 2.

Watch the video at [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation) to see how the original Rampion cable route was successfully reinstated.

## During reinstatement after main construction

This is what our normal cable route looks like when we reinstate the surface after temporary construction. During construction, we also have construction compounds and accesses, along with drilling areas where different equipment is used for our trenchless crossings.



## After reinstatement

The electricity cable installation would be a temporary impact as all cables would be buried underground except for occasional inspection covers. We are committed to reinstating the land back to its former condition as soon as we can.



# Area 1 Climping\* Beach (landfall) to Lyminster

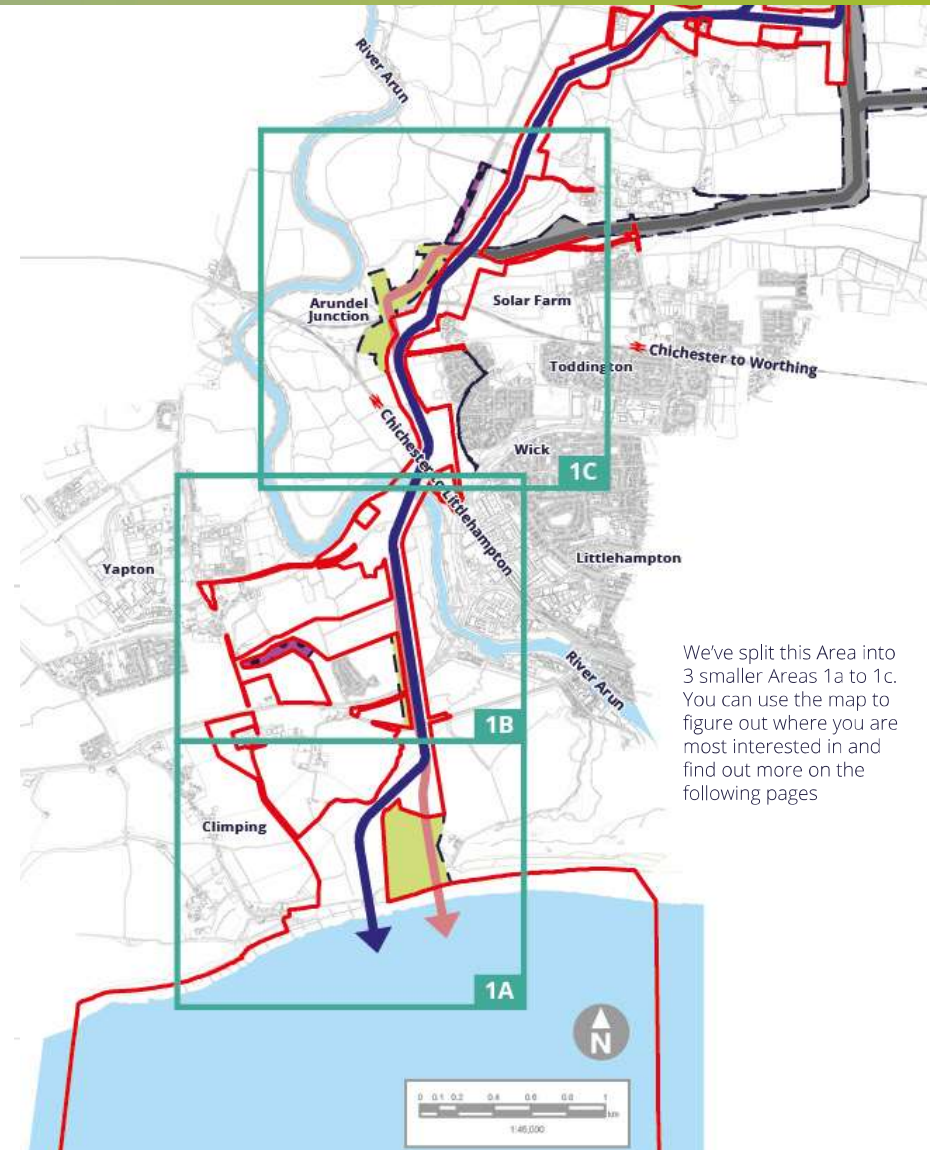
This Area considers the cable route between the 'landfall' at Climping Beach and Lyminster. It includes an **alternative cable route (ACR)**, **two modified routes (MR)**, **two new trenchless crossings (TC)** and **three alternative accesses (AA)**. They are all referenced on the following pages using the abbreviations above.

*Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.*

## Our Environmental Assessment of Climping Beach to Lyminster








On the following pages you can read about our preliminary assessment of potential changes in Area 1. We don't believe that introducing these changes is likely to change the overall conclusions of our PEIR from summer 2021. You can read more about our consideration of these potential changes in our PEIR SIR at [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation). Just look for the relevant ACR, MR, AA or TC reference.

\*We are aware of different local and national spellings of Climping. We use Climping throughout this consultation to also mean Clymping.



We've split this Area into 3 smaller Areas 1a to 1c. You can use the map to figure out where you are most interested in and find out more on the following pages

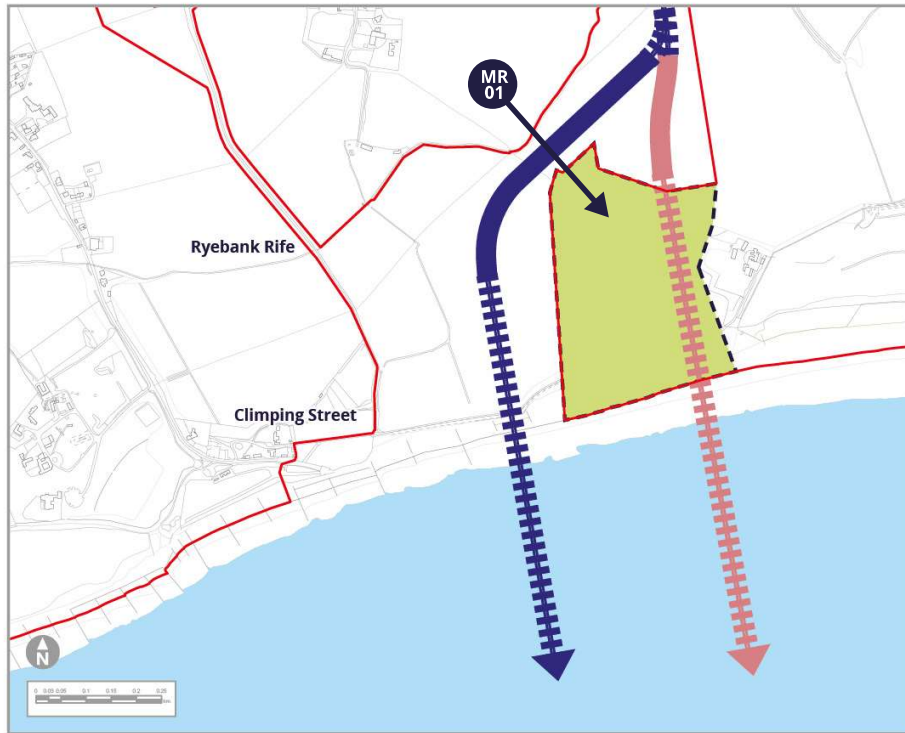
### KEY:

-  Our previous project boundary (from our summer 2021 consultation)
-  Our indicative cable route
-  Previously proposed trenchless crossing points
-  New areas for cable construction works
-  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
-  New alternative accesses
-  Route or change in another Area of this booklet

**Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**



## Area 1a: Climping Beach to Ferry Road



### Modified Route MR-01

We've listened to concerns about potential coastal erosion and flood risk. This extra area just north of Climping beach would give us greater flexibility on where to drill under MR-01 and the beach. The drilling compound would still be in the north in an area we consulted on last year, or in the very north of MR-01.

We might also need to store soil temporarily in the northern part of MR-01.

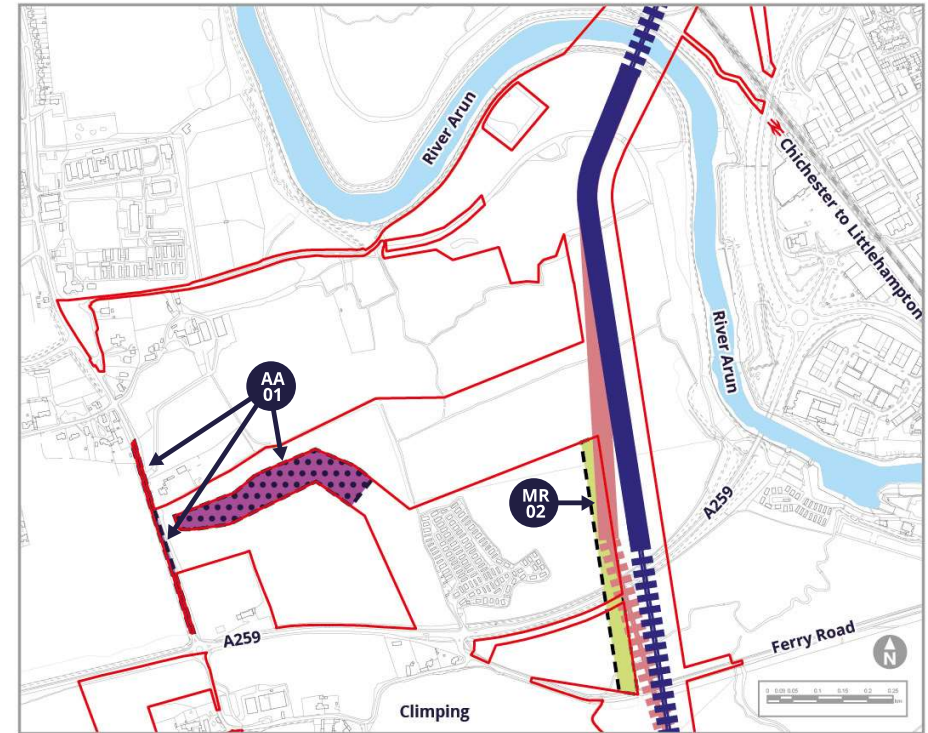
We wouldn't need any above ground works in the southern part of MR-01, nor any additional accesses. However we might need a drilling compound in the northern part of MR-01. We also need to allow the potential for our drilling to start in a small area just north of MR-01, that we previously only proposed for soil storage. If you want to see this exact area then have a look at Sheet 1 of our Works Plans at [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation)

### Potential Environmental Impacts

MR-01 would be closer to residences to the east and the Littlehampton Golf Club course. It would also pass under the Climping Beach Site of Special Scientific Interest (SSSI) and a belt of woodland.

These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual and ecology and nature conservation effects.

## Area 1b: Ferry Road and the A259



### Alternative Access AA-01

This new potential access is proposed to link a construction compound more directly to where the cables are buried. AA-01 includes 90m of temporary works to create better visibility for construction vehicles at Church Lane.

### Modified Route MR-02

North of Ferry Road we propose widening the cable corridor by 50m into MR-02. This responds to potential overlap with the West Bank mixed-use development area, but also tries to keep distant from the Climping Park (park home estate) and a historic landfill area.

MR-02 would be closer to Climping Park and next to a historic landfill site. The main area of AA-01 is in an agricultural field, whilst the narrower parts are to create better visibility by widening the existing road. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ground conditions, ecology and nature conservation effects.

**Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?**



# Area 1c: Crossing the tracks at Arundel Junction

## Alternative Cable Route ACR-01

On the approach to the more northerly railway crossing we have identified the 750m long ACR-01, which is a separate alternative to our existing cable corridor and runs parallel to the railway line for an open trench section between two trenchless crossings. We are including ACR-01 to explore whether we can avoid archaeological finds, which we are still investigating but are more likely to lie on our original route to the east.

## Trenchless Crossings TC-01 & TC-02

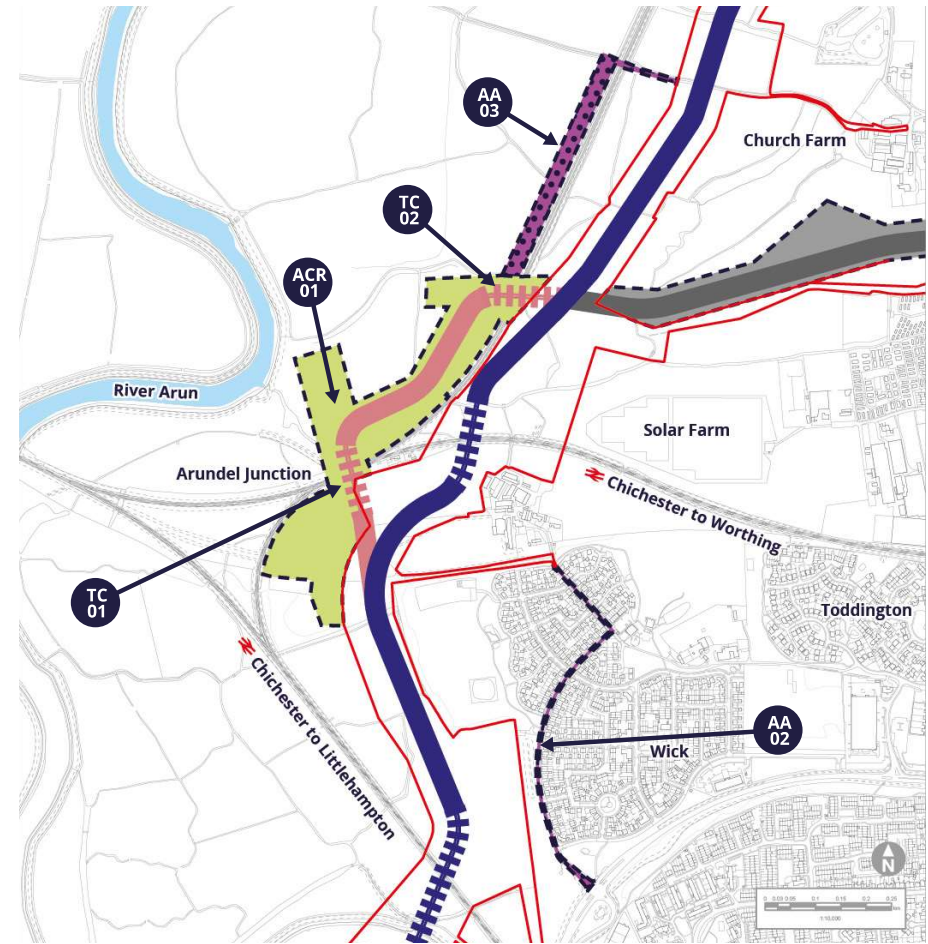
ACR-01 requires two new trenchless crossings to access the western side of the railway line when leaving and rejoining the existing cable corridor.

TC-01 and TC-02 would take the cables under the railway lines to Worthing and Arundel, and the Black Ditch.

## Alternative Accesses AA-02 and AA-03

AA-02 is an existing private road that we are considering for operational access during the life of the wind farm, therefore we need to include it in our revised boundary to ensure access.

AA-03 is proposed to allow temporary construction and permanent operational access to ACR-01. This includes equipment to construct the two trenchless crossings under the railway lines. AA-03 would use an existing private crossing of the railway line and then run parallel to the railway line.



## Potential Environmental Impacts

ACR-01, AA-03, TC-01 and TC-02 have all been considered together as the access and additional trenchless crossings will only be needed if the Alternative Cable Route is taken forward. AA-02 is an existing private access road through a residential area. Coastal floodplain and grazing marsh have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to ecology and nature conservation effects.

**Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?**



## Area 2

# Lyminster to Sullington Hill

## Our modified route

This Area considers the cable route between Lyminster and Angmering Park, where we are consulting on **five alternative cable route options, three modified routes, nine trenchless drill crossings and seven alternative accesses**. They are all referenced on the following pages using the abbreviations above.

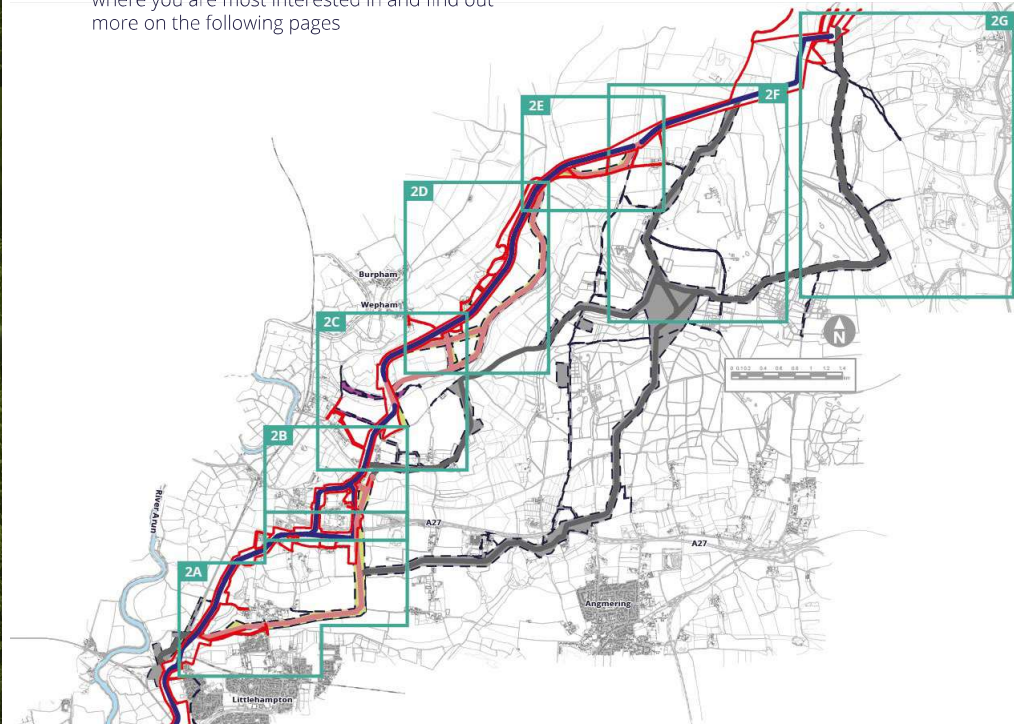
Area 2 addresses potential changes to the cable route that we consulted on last year, including some alternative cable routes. However, if you would like to also read about longer alternative cable routes we are considering which start in a similar place but would go further to the east, please have a look at Area 3 and 4 as well.

*Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.*








## Our Environmental Assessment of Lyminster to Sullington Hill (Modified Route)

On the following pages you can read about our preliminary assessment of potential changes in Area 2. We consider that introducing these changes would be likely to create new landscape and visual, water environment, ecological and historic environment (heritage) effects. You can read more about our consideration of these potential changes in our PEIR SIR at [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation). Just look for the relevant ACR, MR, AA or TC reference.

We've split this Area into 5 smaller Areas 2a to 2g. You can use the map below to figure out where you are most interested in and find out more on the following pages



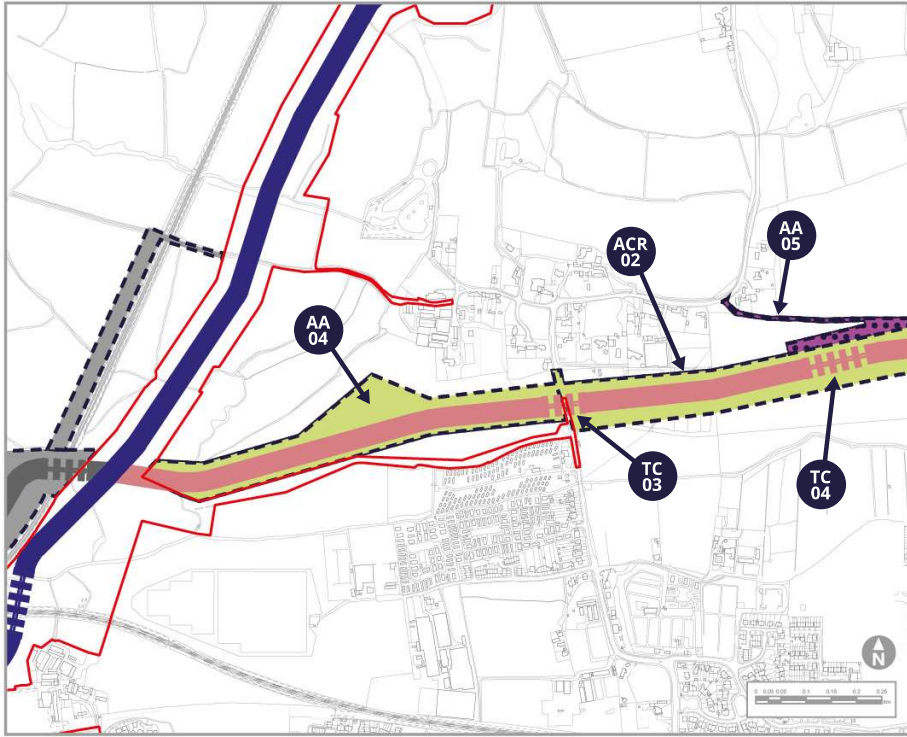
### KEY:

- |   |   |   |   |
|---|---|---|---|
|  | Our previous project boundary (from our summer 2021 consultation) |  | New indicative cable route & trenchless crossing points (see Area Maps for crossing points) |
|  | Our indicative cable route  |  | New alternative accesses  |
|  | Previously proposed trenchless crossing points                    |  | Route or change in another Area of this booklet   |
|  | New areas for cable construction works                            |   |   |

**Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**



## Area 2a: South of Lyminster



### Alternative Cable Route ACR-02 & Alternative Access AA-04

ACR-02 has been introduced to avoid potential archaeological interests, specific agricultural issues and difficult or constrained working areas on our existing proposed route. AA-04 has been introduced to stay further away from Brookside Caravan Park when accessing our proposed cable route options to the west. AA-04 would sit in a similar area to ACR-02 from the west to the A284. AA-04 would only be taken forward if ACR-02 is not progressed.

### Potential Environmental Impacts

AA-04, AA-05, TC-03 and TC-04, along with the western part of ACR-02, have all been considered together. These would involve crossing public rights of way, bridleways, hedgerows, recreational paddocks, be in the vicinity of residential buildings and affect a different landscape character area. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, social economic, air quality, noise and vibration, transport and historic environment (heritage) effects.

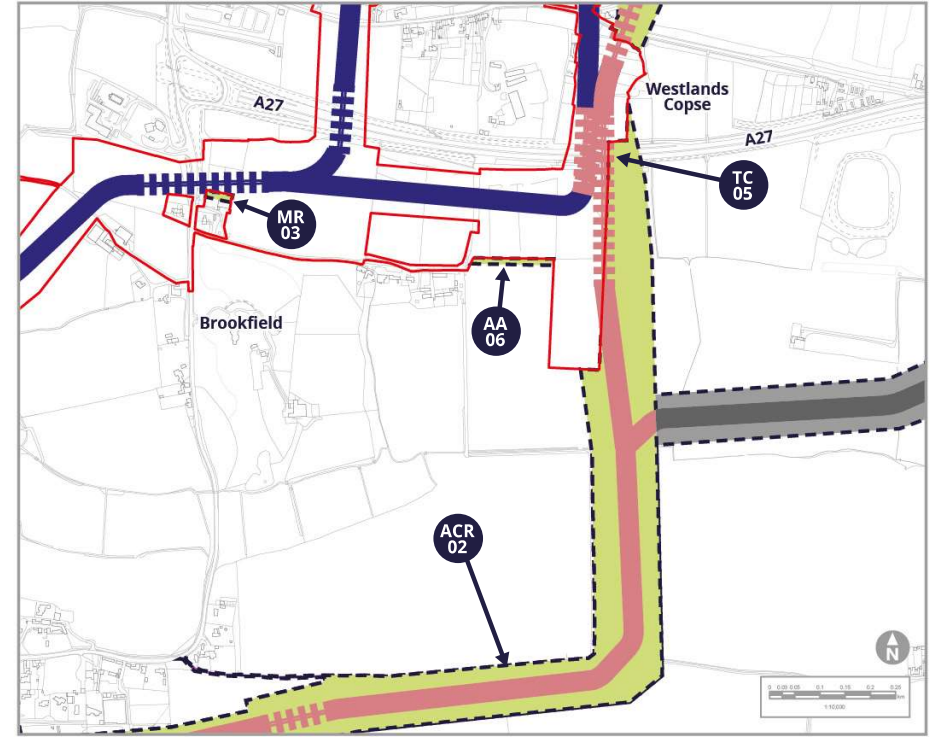
### Alternative Access AA-05

AA-05 would provide construction and operational access from the A284 Lyminster Road to ACR-02 and account for the future Lyminster Bypass.

### Trenchless Crossings TC-03 and TC-04

For ACR-02 we would need trenchless crossings TC-03, under the A284, and TC-04, under the proposed Lyminster bypass, which is a separate project expected to complete before Rampion 2.

## Area 2a: East of Lyminster



### Alternative Access AA-06

AA-06 would provide operational access from the A284 Lyminster Road to ACR-02 along an existing track.

### Trenchless Crossing TC-05

TC-05 is needed under the A27, whether we use our existing proposed cable route or our new potential alternative cable route ACR-02.

### Modified Route MR-03

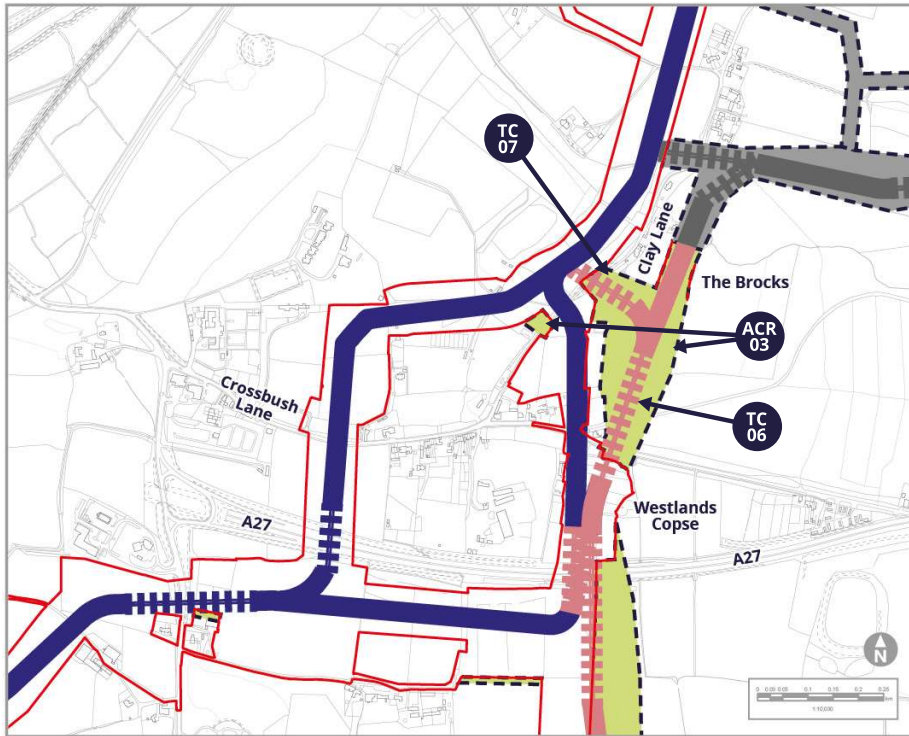
MR-03 is being included to allow for a change to the direction of the trenchless crossing under the A284, to avoid an area that has recently been granted planning permission for built development.

### Potential environmental impacts

There are no associated new receptors or changes to impacts for MR-03 compared to those already identified in the 2021 consultation.

AA-06 and TC-05, along with the northern part of ACR-02, have all been considered together. These would involve crossing public rights of way, bridleways, hedgerows, recreational paddocks and be in the vicinity of residential buildings. As noted for the western part of ACR-02, These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, social economic, air quality, noise and vibration, transport and historic environment (heritage) effects.

## Area 2b: East of Crossbush



### Alternative Cable Route ACR-03

North of the A27, the original eastern cable route option would cross a gas pipeline, which must be done as close to 90 degrees as possible. ACR-03 has therefore been identified, which takes the cable route further east so that it can cross at a better angle. ACR-03 also includes a small area to the west to support construction.

### Trenchless Crossings TC-06 and TC-07

ACR-03 moves into an area of designated Ancient Woodland, which means trenchless crossing TC-06 is required under Crossbush Lane and the western edge of the woodland. Trenchless crossing TC-07 is required under Clay Lane and the gas pipeline.

### Potential Environmental Impacts

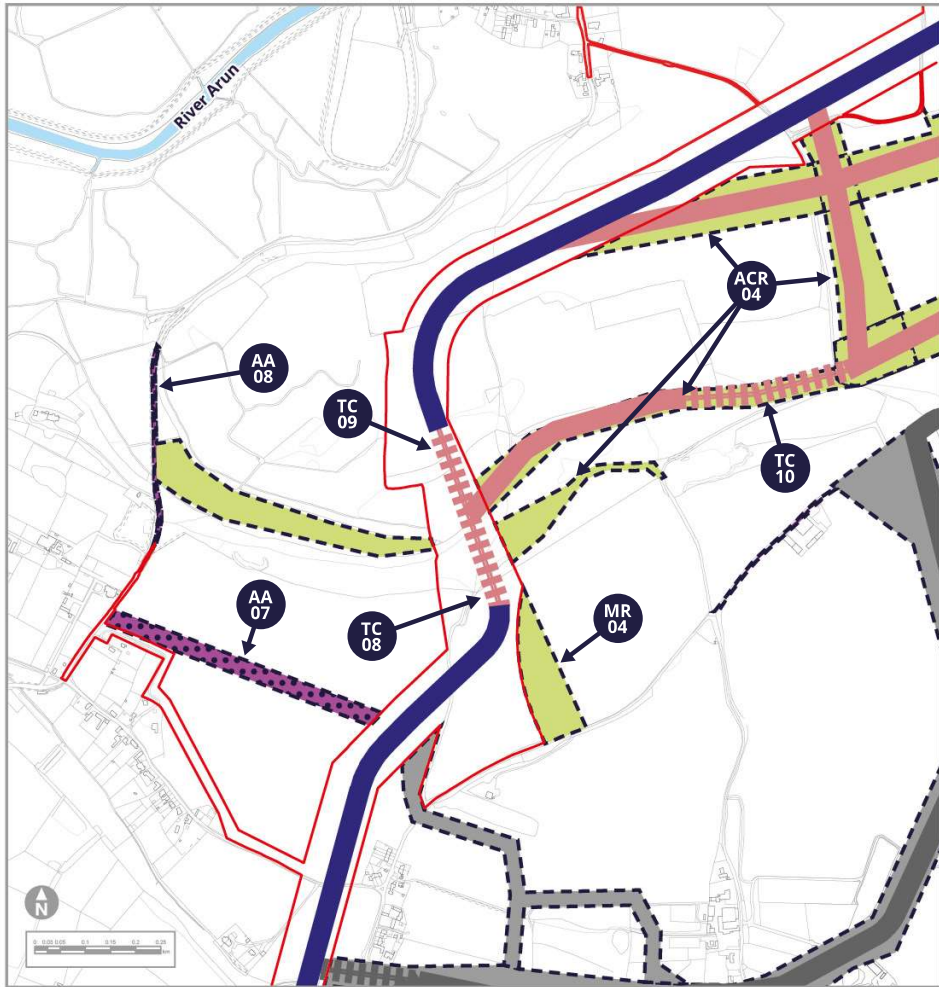
ACR-03, TC-06 and TC-07 have been considered together. TC-06 would run under a replanted Area of Ancient Woodland and a Local Wildlife Site known as Poling Copse. Hedgerows are present within ACR-03 that are linked directly with ponds. One public right of way is crossed by the route and is in an area that is of interest

to archaeologists (an Area of Archaeological Notification (ANA)). These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, social economic, transport and historic environment effects.





# Area 2c: Near the Warningcamp Hill to New Down Local Wildlife Site



## Alternative Accesses AA-07 and AA-08

AA-07 and AA-08 would be required from Burpham Road to reach TC-08 and TC-09 and minimise interaction with an environmental stewardship scheme. They would require new stone roads to be installed. AA-08 would be retained for the operational life of the wind farm.

## Modified Route MR-04

MR-04 has been added just east of our original cable route to allow space to achieve trenchless crossing TC-08 in the valley at the Warningcamp Hill to New Down Local Wildlife Site.

## Trenchless Crossings TC-08 and TC-09

TC-08 (south side) and TC-09 (north side) would allow us to drill on either side of the valley and have been introduced to significantly reduce impacts on the Warningcamp Hill to New Down Local Wildlife Site and chalk grassland, which is a sensitive and rare habitat in Sussex.

## Alternative Cable Route ACR-04 and Trenchless Crossing TC-10

ACR-04 includes many different potential routes where our cable would head east from the Warningcamp Hill to New Down Local Wildlife Site. We would only require one final route for our cables but might join these options up in different ways. ACR-04 also continues into Area 2d, so make sure you check out the proposals on the following pages as well.

To the east of TC-10, route ACR-04 could continue along the valley floor parallel to the Monarch's Way (see Area 2d on the next page). Alternatively it could head north to rejoin our original proposed route on the north side of the valley.

One option on ACR-04 would leave our original route at the base of the valley north of TC-08, in a northeasterly direction along the route of the Monarch's Way public right of way. This means that during construction the Way would need to be temporarily diverted. This option would require a further trenchless crossing TC-10 where it would otherwise run through Ancient Woodland in a narrower stretch of the Monarch's Way.

Lastly, in this Area, ACR-04 could also peel off our existing proposed cable route after the bend north of TC-09 to join up with other ACR-04 options.

The area of ACR-04 which does not show an indicative cable route has been included to allow for a diversion of the route of the Monarch's Way.

Remember, ACR-04 continues east onto Area 2d, so please go on to the next page.

## Potential Environmental Impacts

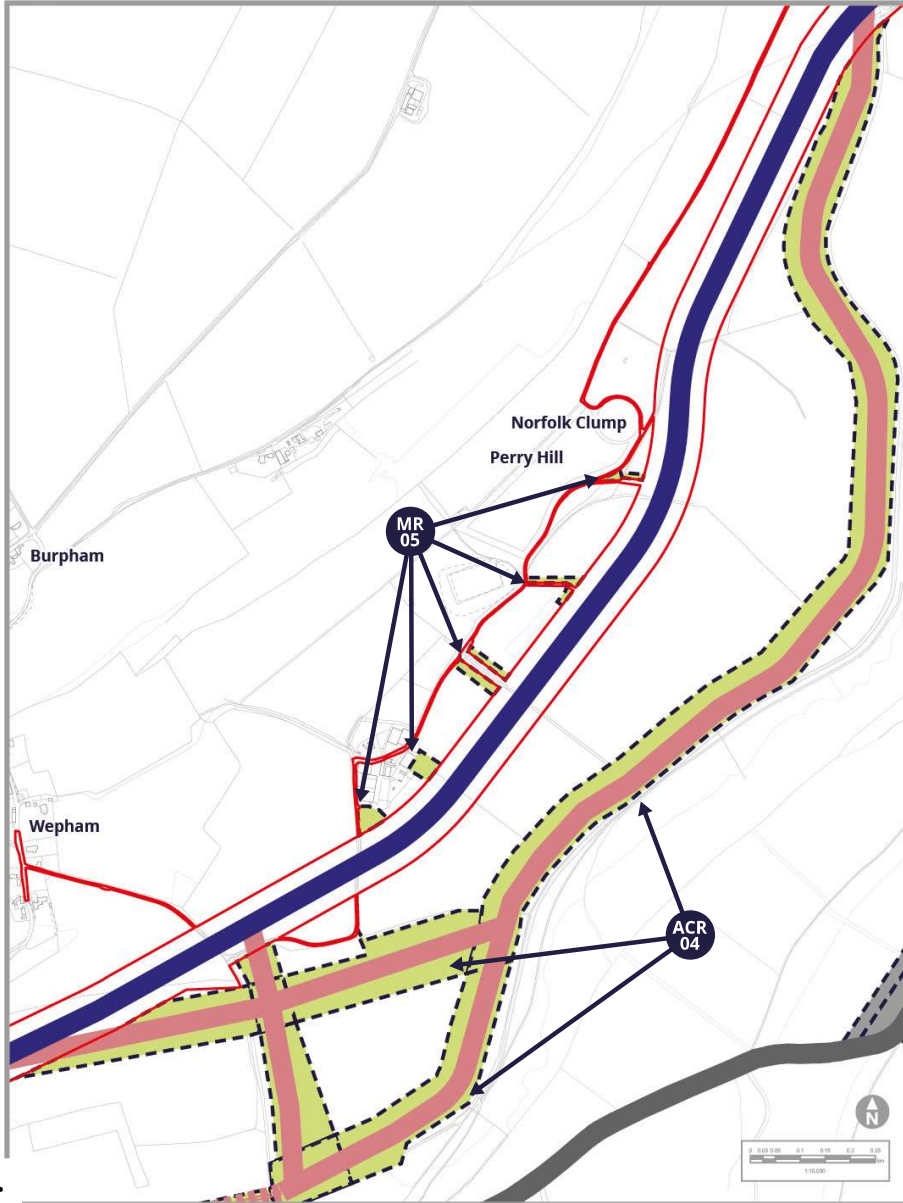
MR-04 does not introduce any new receptors or changes in effects compared to those identified in the 2021 consultation.

TC-10 would pass under the root protection zone of an Ancient Woodland (the Knoll).

ACR-04 and its associated trenchless crossings (TC-08, TC-09 & TC-10) and Alternative Accesses (AA-07 & AA-08) would impact on heritage assets, public rights of way and an aquifer.

These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, traffic, noise and vibration, ecology and nature conservation, historic environment (heritage) and water environment effects.

# Area 2d: Southeast of Wepham to Wepham Down



## Alternative Cable Route ACR-04

ACR-04 would continue eastwards from Area 2c along two potential routes which quickly join together to run near the base of the valley.

Running near the valley floor, ACR-04 would be parallel to the Monarchs Way public right of way. ACR-04 has been included here to steer away from the middle of the fields to reduce impacts on a local shooting business and an extensive private nature conservation project (the "Peppering Project"). ACR-04 would continue northeast adjacent to the Monarchs Way until it merges with our original proposed cable route at Wepham Down.

## Modified Route MR-05

MR-05 covers several areas that would extend the width of our previously proposed accesses. This would be to facilitate better field access for construction vehicles to feed cables under hedgerows. These modifications have been included to reduce disturbance to hedgerows in the Peppering Project and to a commercial business.

**Tell us what you think. Do you have other things you want to highlight to us?**

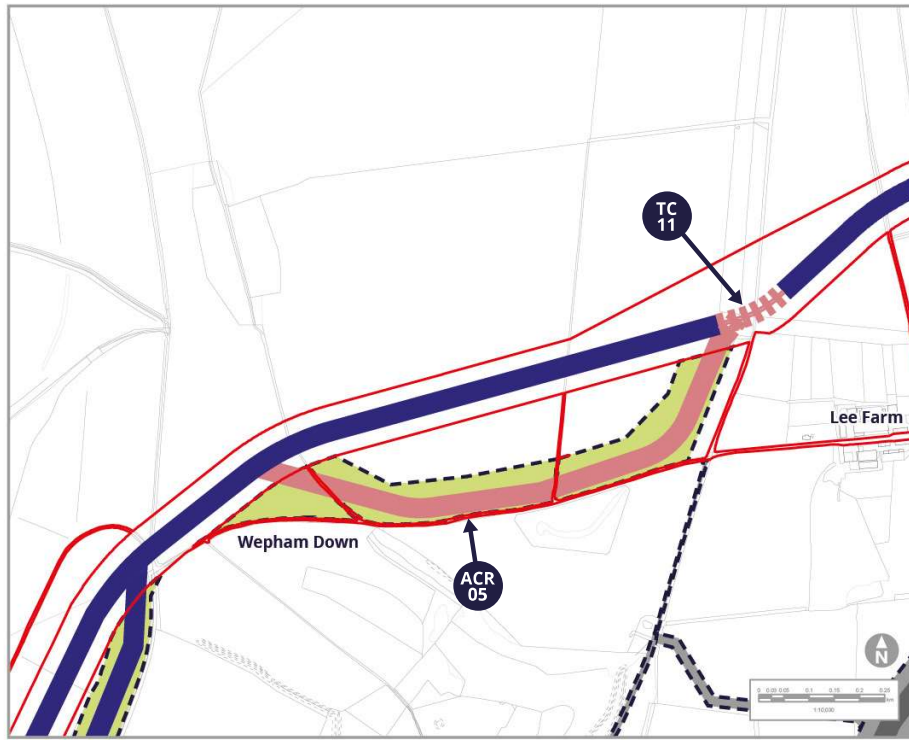
## Potential Environmental Impacts

ACR-04 and its associated trenchless crossings (TC-08, TC-09 & TC-10) and Alternative Accesses (AA-07 & AA-08) on the previous pages have been identified in our PEIR SIR as either affecting new, or with the potential for a change to receptors, in relation to socio-economic, traffic, noise and vibration, ecology and nature conservation, historic environment (heritage) and water environment effects.

There are no new receptors for MR-05 compared to those already identified in the 2021 consultation.



## Area 2e: Wepham Down to Lee Farm



### Alternative Cable Route ACR-05

From Wepham Down, ACR-05 has been introduced to provide a potential alternative route to the south of our original proposal, skirting around the southern edge of the field boundary to protect the Beetlebank Environmental Stewardship Scheme. This alternative would retain a 25m buffer to an adjacent area of Ancient Woodland, to protect the root system.

### Trenchless Crossing TC-11

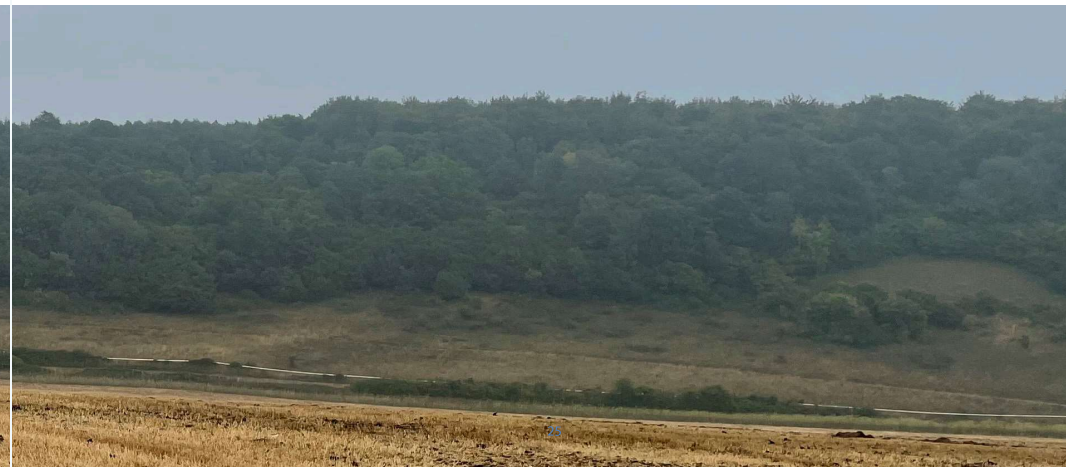
On our original proposed route, just east of where ACR-05 would rejoin if used, we have introduced a proposed trenchless crossing TC-11. This is to pass under a woodland area that is related to a nearby Special Area of Conservation. This means we could help protect the qualities for which the area has been designated.

### Potential Environmental Impacts

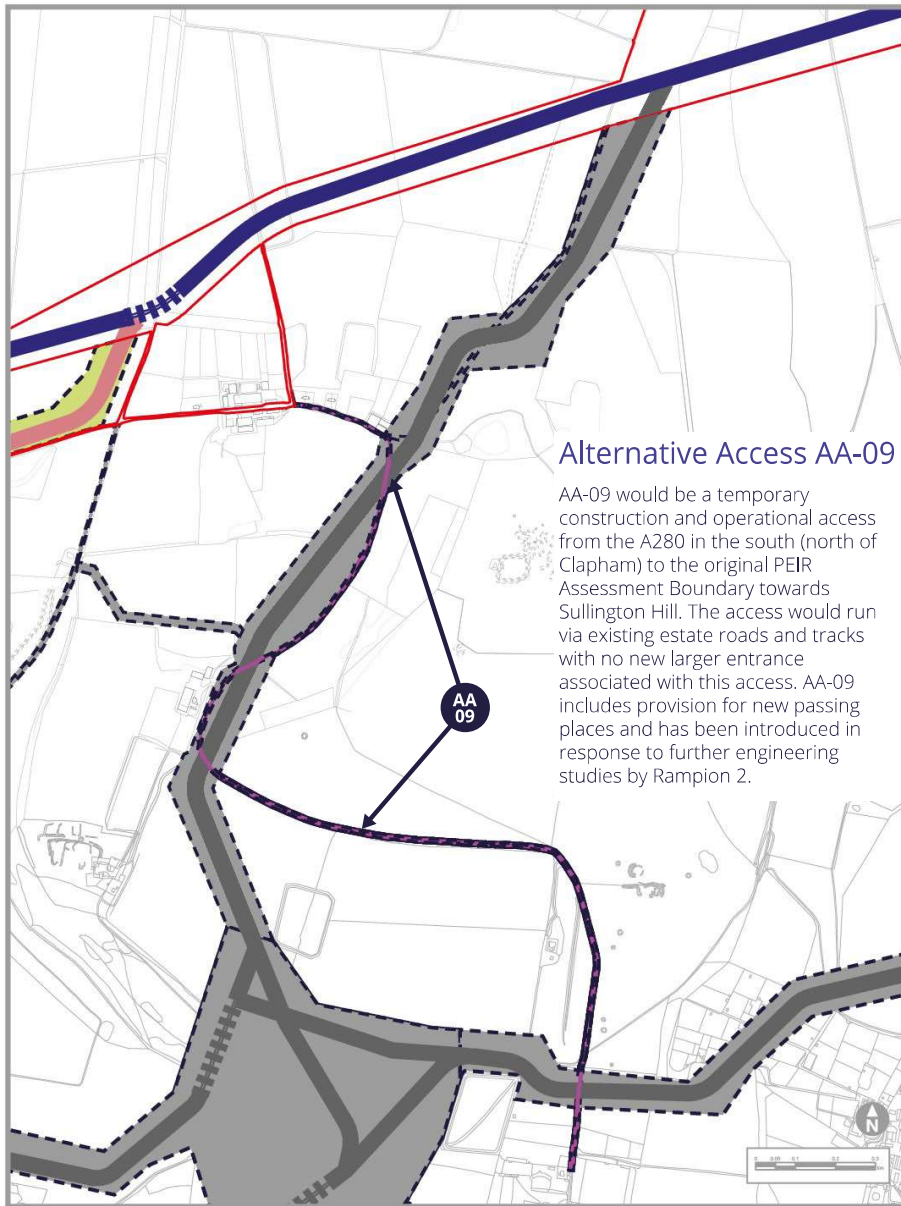
ACR-05 introduces the need for assessment of a new bridleway at Barpham Hill and a former medieval leper settlement, which is a site of historic interest.

These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio economic, transport and historic environment (heritage) effects.

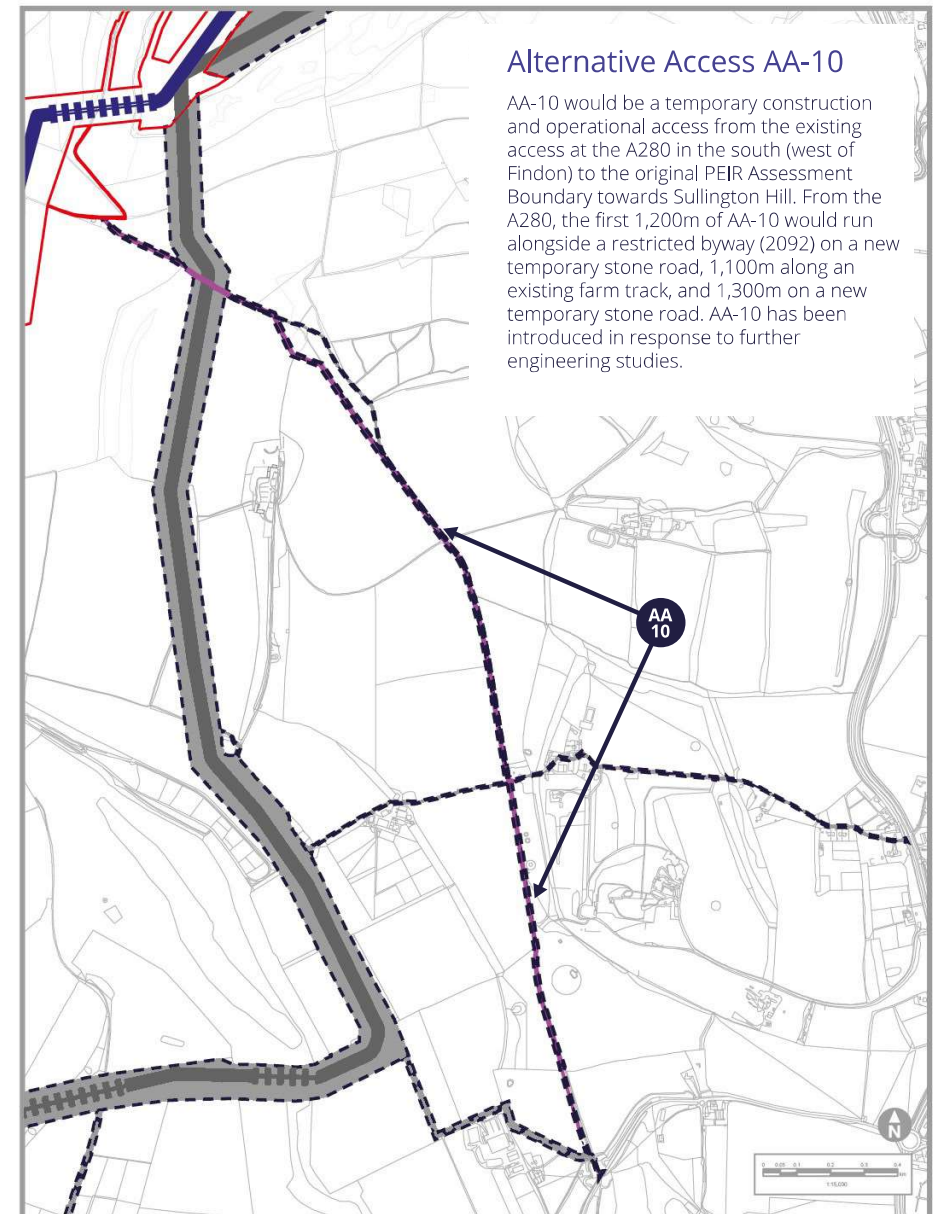
**Tell us what you think. Do you have other things you want to highlight to us?**



## Area 2f: Eastern accesses to Area 2



## Area 2g: Eastern accesses to Area 2





# Area 3

## Crossbush to Michelgrove (Central Route)

This area considers just **one Longer Alternative Cable Route (LACR-02)** from Crossbush to Michelgrove, and its associated accesses. We have identified this LACR and another one further east as longer routes, since they go further from our original proposed route than what we have referred to as Alternative Cables Routes.

We refer to this route as LACR-02, running through Areas 3a and 3b. We said at the start of our project that we would keep a buffer to Ancient Woodland and never remove it, as national Government policy provides strong protection for it. However, when we were considering a cable route through this area, we received responses from South Downs National Park Authority, Natural England and the Forestry Commission, suggesting that we should include the route for consultation so that everyone could have their say

about it. This will allow consultees to consider whether they think that the limited removal of Ancient Woodland in the eastern part of Area 3a may be justified to avoid going through the "Peppering" environmental project to the northwest.

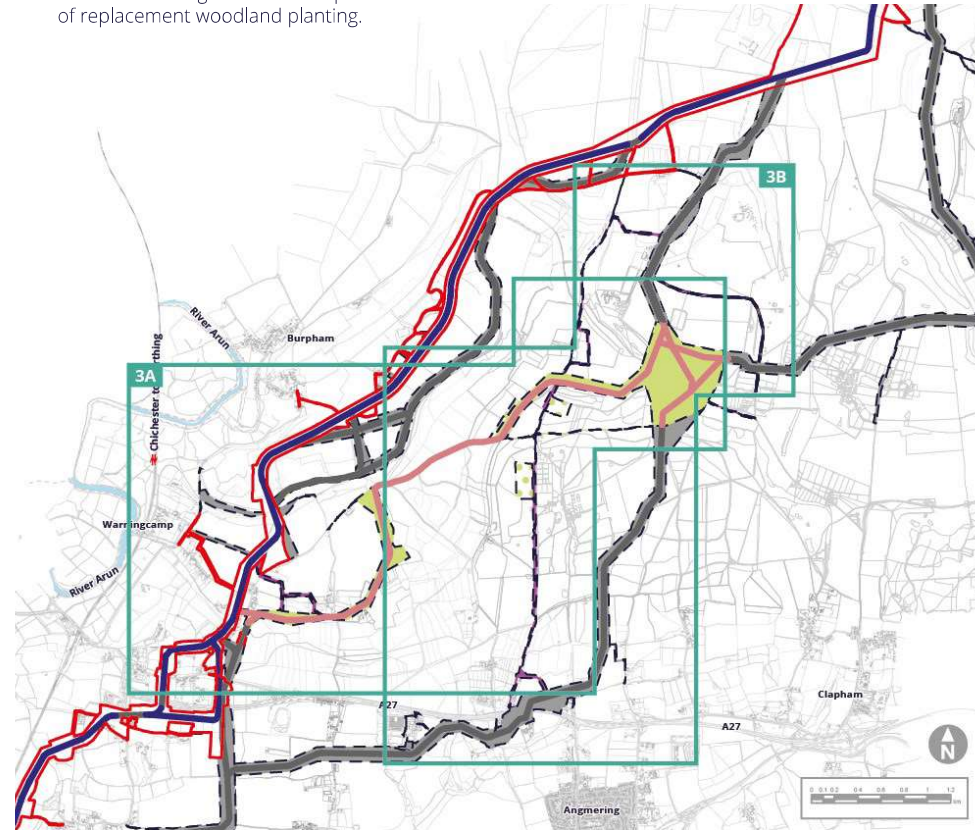
We will only make a decision on whether to consider LACR-02 any further once we have responses to this and all other potential alternatives and modifications from our consultation.

**Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.**








### Our Environmental Assessment of Crossbush to Michelgrove

On the following pages you can read about our preliminary assessment of LACR-02 in Area 3. We believe that effects presented in our PEIR from summer 2021 will change for landscape and visual, socio economics, soils and agriculture, water environment and ecology as a result of introducing this route.

We've split this Area into 2 smaller Areas 3a and 3b, including accesses and potential areas of replacement woodland planting.



#### KEY:

-  Our previous project boundary (from our summer 2021 consultation)
  -  Our indicative cable route
  -  Previously proposed trenchless crossing points
  -  New areas for cable construction works
  -  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
  -  New alternative accesses
  -  Route or change in another Area of this booklet
- Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**

# Area 3a: Our new “central route” LACR-02 from Crossbush

## Longer Alternative Cable Route LACR-02

LACR-02 starts to the west at one of 3 locations between the A27 and Crossbush Lane. We use a number of trenchless crossings to pass under Crossbush Lane so that we don't stop traffic and then to avoid Ancient Woodland at TC-30. We would access this stretch from the north via our cable route or AA-28. After heading north through agricultural land, we would turn sharply to the east and run along an existing private estate road. Going through this area requires us to remove some commercial plantation trees that are on Ancient Woodland soils either side of the estate road. Whilst we have previously said we would avoid Ancient Woodland removal wherever possible, you can read why we are considering this route in the introduction to Area 3 on earlier pages.

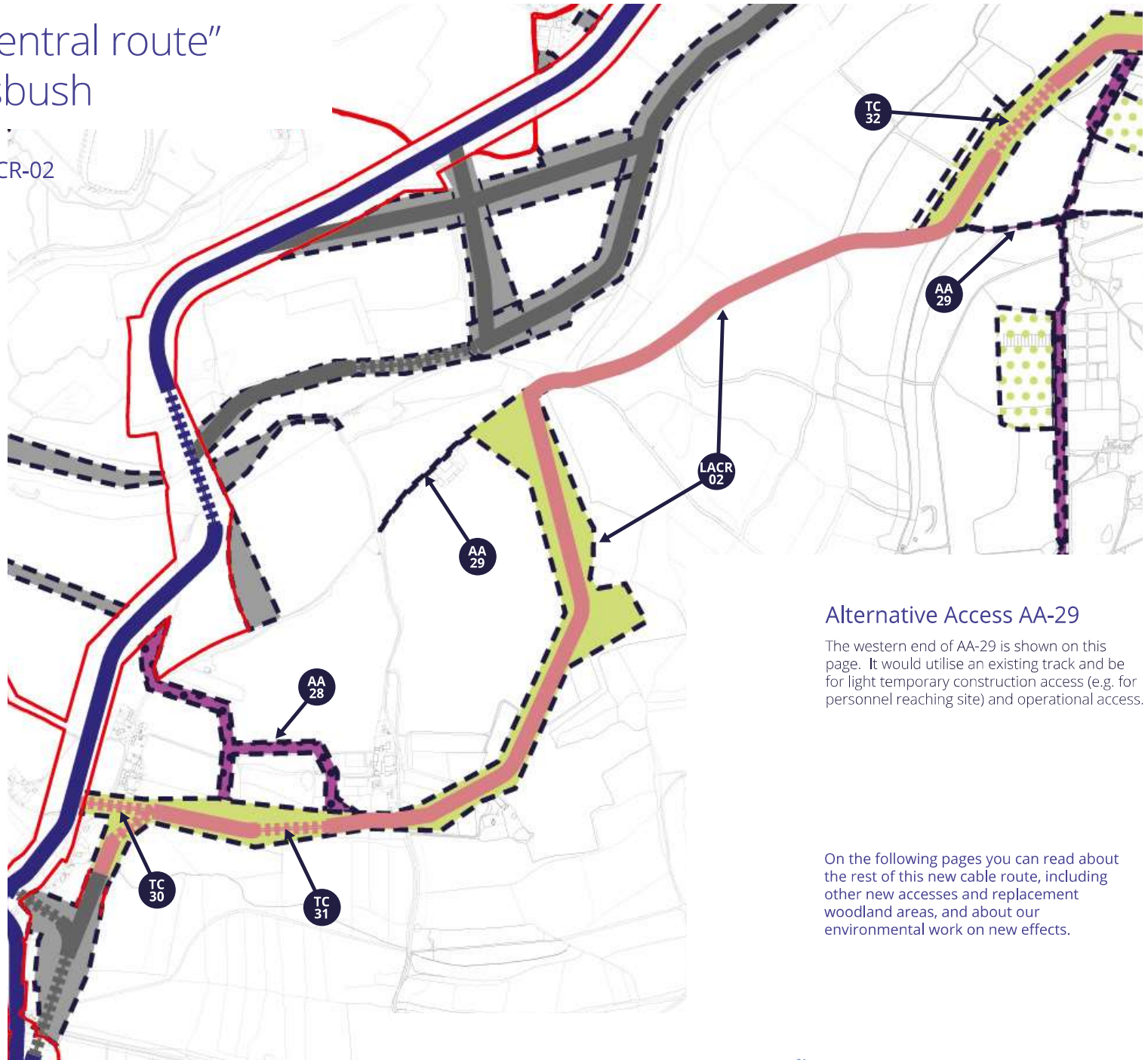
The distance through the Ancient Woodland is too long and narrow for us to drill, which is why we would have to cut some trees down. This area would be more complex and take longer for to build due to the narrow width. It would also conflict with the Monarch's Way for that stretch which would need to be temporarily diverted.

## Alternative Access AA-28

AA-28 would provide light construction (e.g. for site investigation works) and operational access from Blakehurst lane, running along an existing private estate track.

## Trenchless Crossings TC-30, TC-31 & TC-32

TC-30 would be approximately 100m in length to pass under mature trees that are connected to Ancient Woodland further south. TC-31 would be approximately 125m in length pass under ancient Woodland to the west of Blakehurst lane. TC-32 would be approximately 200m in length to avoid Ancient Woodland



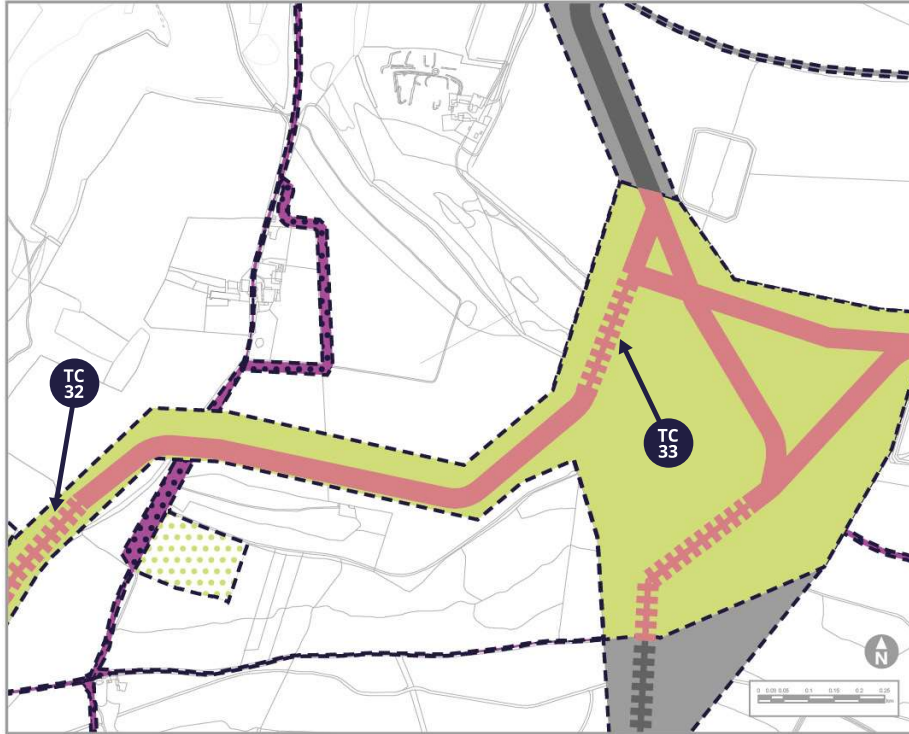
## Alternative Access AA-29

The western end of AA-29 is shown on this page. It would utilise an existing track and be for light temporary construction access (e.g. for personnel reaching site) and operational access.

On the following pages you can read about the rest of this new cable route, including other new accesses and replacement woodland areas, and about our environmental work on new effects.



## Area 3a: Our new “central route” LACR-02 continued



### Longer Alternative Cable Route LACR-02 and Trenchless Crossings TC-32 and TC-33

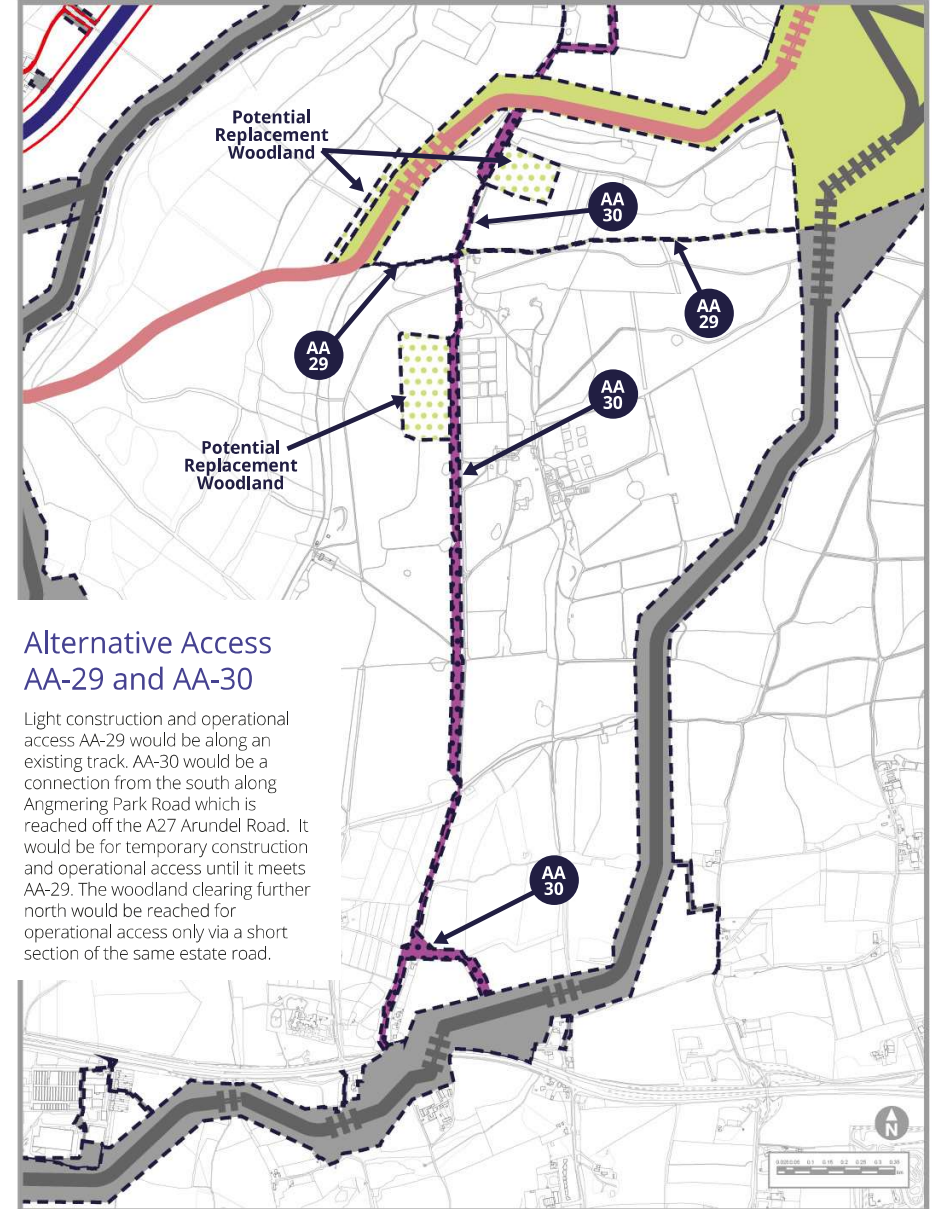
LACR-02 continues from the west through agricultural land with a trenchless crossing TC-32 under Ancient Woodland, a crossing of Angmering Park road with open trenching, and Trenchless Crossing TC-33 on steep ground. A large area is provided to meet other cable options in the east, as this is an area of “karst features”. This means that the chalk below has a lot of cracks and we will need to be careful with the exact location of our final cable route and how we construct it.

### Replacement Woodland Areas

If LACR-02 is selected we will provide compensation for the loss of Ancient Woodland. This is likely to take the form of replacement planting in three area areas. We would plant more trees than we remove.

You can see proposed locations for this planting on the opposite page.

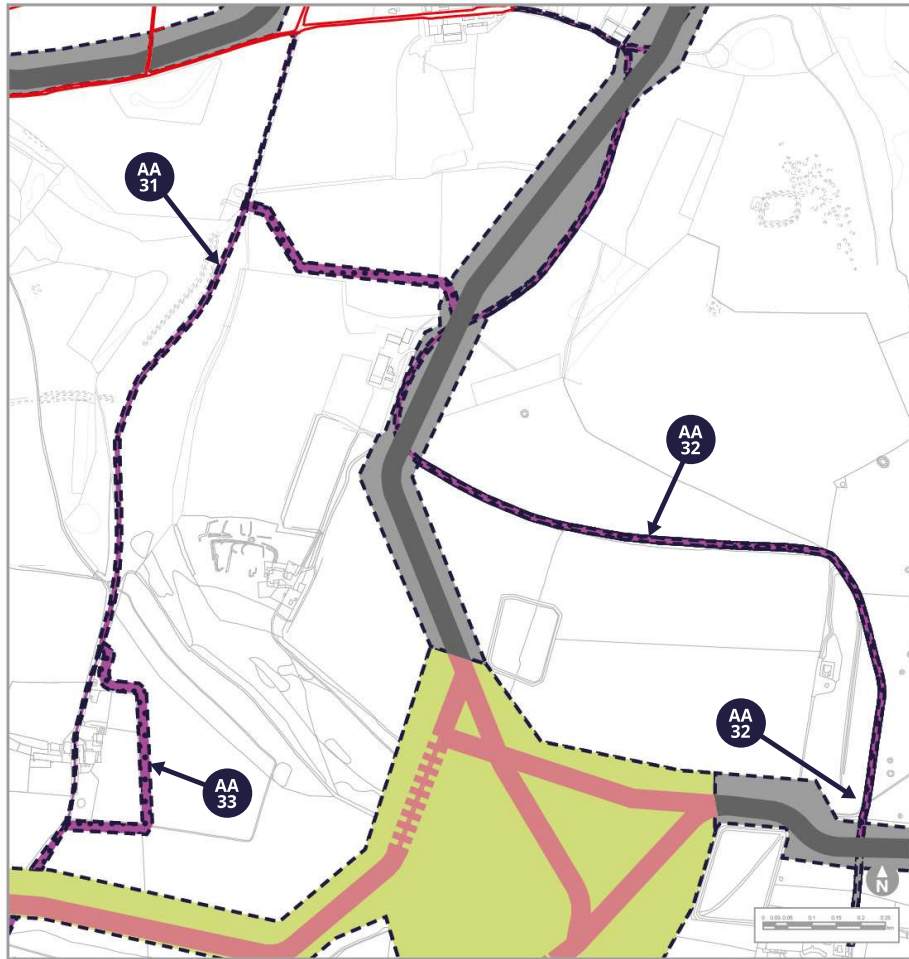
## Area 3b: Other accesses and woodland for LACR-02



### Alternative Access AA-29 and AA-30

Light construction and operational access AA-29 would be along an existing track. AA-30 would be a connection from the south along Angmering Park Road which is reached off the A27 Arundel Road. It would be for temporary construction and operational access until it meets AA-29. The woodland clearing further north would be reached for operational access only via a short section of the same estate road.

## Area 3b: Other accesses and woodland for LACR-02



### Alternative Access AA-31

AA-31 would be a temporary construction and operational access along a new temporary stone road south of Lee Farm Copse and would join up with an existing farm track running south up to Barpham Hill. AA-31 might have passing places or other upgrades if needed. A temporary stone road construction access runs would also run for approximately 600m to the east of Upper Barpham Farm before joining back to the existing farm track to join LACR-02.

### Alternative Access AA-32

AA-32 would use the existing Michelgrove estate track with the potential for new passing places. A temporary stone construction access would run for approximately 600m east of Upper Barpham Farm before joining an existing farm track.

### Potential Environmental Impacts

LACR-02 introduces the potential for new effects on the environment, which are assessed in our PEIR SIR.

During the construction period, some bridleways and footpaths will need to be diverted or temporarily interrupted, including the Monarchs Way, albeit for a limited duration.

The route would pass through the South Downs National Park, and four Landscape Character Areas. The route would also pass through seven hedges or treebelts, which we will replant afterwards.

This alternate route and accesses will introduce new potential receptors into proximity in respect of air quality. Different homes nearby would also have the potential to be affected by noise and vibration caused by construction or construction traffic. This route may affect individual roads differently from our previous assessment in a limited way.

Much of this proposed alternate cable route passes along an existing access track through Wepham Woods. The width of our cable corridor means that around 1ha of plantation trees on ancient woodland soils would need to be felled. We would provide replacement woodland planting areas. There would also be more limited tree loss at the Warningcamp Hill to New Down Local Wildlife Site. Elsewhere, the route passes through arable fields similar to those already assessed in our previous consultation.

The route would also affect woodland soils due to routing through Wepham Wood, and would result in the loss of agricultural land to compensatory tree planting. Our research has not shown any new sources of ground contamination along this route.

There are no standing historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods of time. If this route is selected, we would undertake further site surveys to help us plan how to address anything we might encounter.

At this stage, we have some concerns about the potential for fluid from our trenchless crossings to contaminate groundwater, due to fractures within the chalk bedrock in this area. Therefore if this route was selected, we would commit to undertake an established detailed process called a Hydrological Risk Assessment to establish ways to minimise potential effects.

All of the above receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, landscape and visual, soils and agricultural, ecological and water environment effects.



# Area 4

## Lyminster to Sullington Hill (Eastern Route)

This Area considers just **one Longer Alternative Cable Route (LACR-01)** from Crossbush to Sullington Hill, and its associated accesses. We have identified this LACR and another one to its west as longer routes, since they go further from our original proposed route than what we have referred to as Alternative Cables Routes.

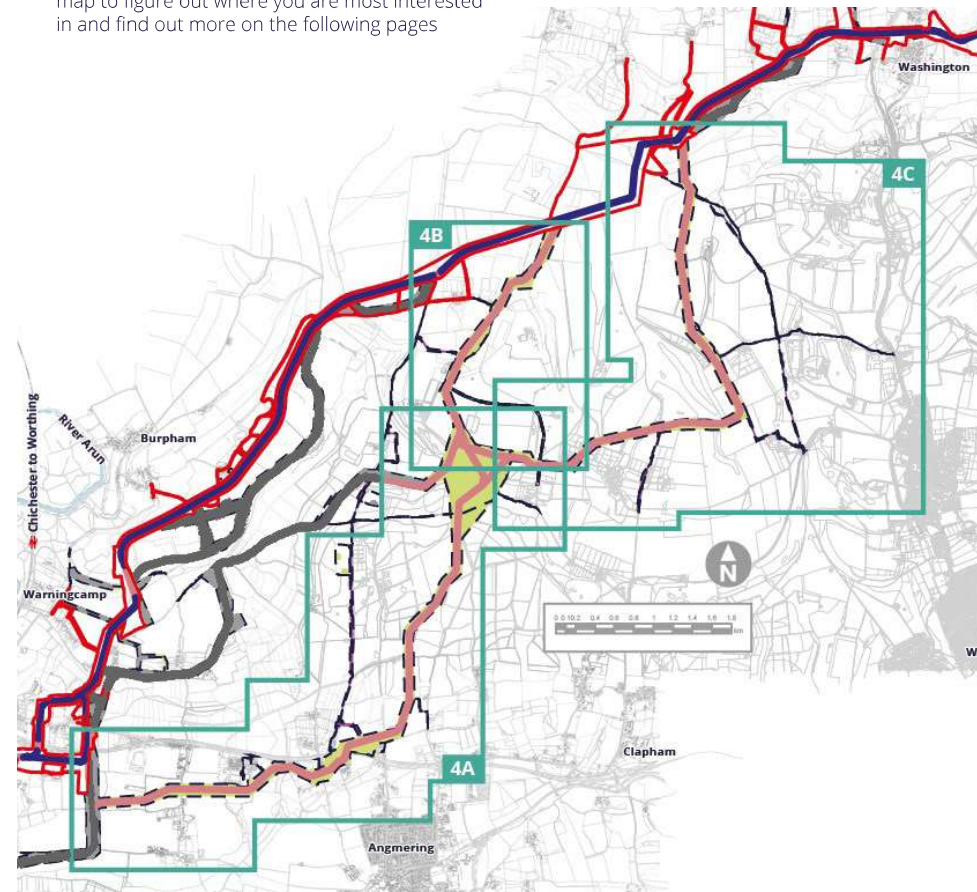
We refer to this route as LACR 1. However, you can see from the map on the next page that it splits into two further options as it heads north. In our environmental documents we have referred to the southern section as LACR 1a, the north western section as LACR1b and the north eastern section as LACR 1c.

*Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.*








### Our Environmental Assessment of the "eastern route" from Crossbush to Sullington Hill

On the following pages you can read about our preliminary assessment of LACR-01 in Area 4. We believe that effects presented in our PEIR from summer 2021 will change for landscape and visual, socio economics and water environment as a result of introducing this route.

We've split this Area into 4 smaller Areas 4a to 4d, including potential accesses. You can use the map to figure out where you are most interested in and find out more on the following pages

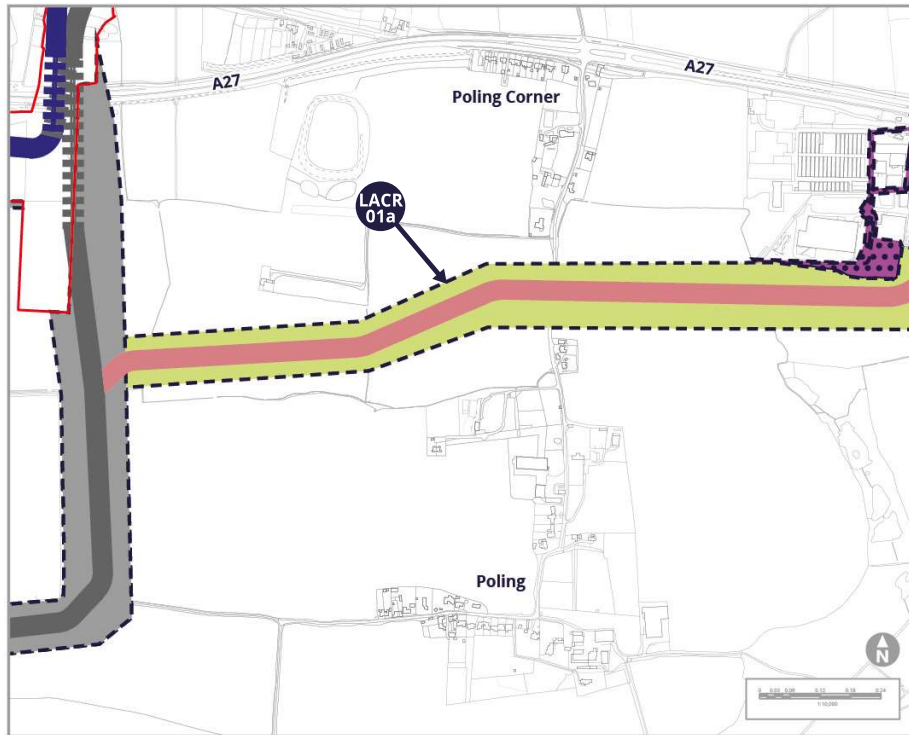


**KEY:**

-  Our previous project boundary (from our summer 2021 consultation)
-  Our indicative cable route
-  Previously proposed trenchless crossing points
-  New areas for cable construction works
-  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
-  New alternative accesses
-  Route or change in another Area of this booklet

**Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**

## Area 4a: Our new route LACR-01a



### Longer Alternative Cable Route LACR-01a

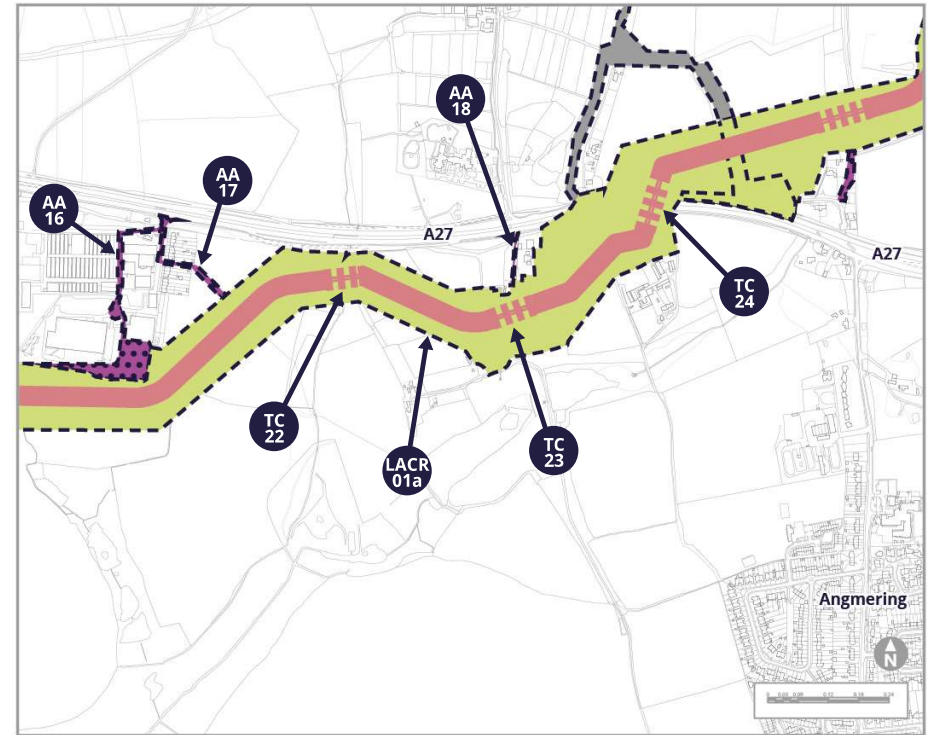
On the following pages you can read about the first part of our Longer Alternative Cable Route LACR-01. Our LACR-01 would split in two to take two potential routes when it gets much further north. If LACR-01 is ultimately chosen over other routes that we are considering, we would only need one of these two potential routes. We've called the southern part of route LACR-01a, before it splits into two routes much further north LACR01b and LACR-01c.

LACR-01a starts by leaving from an Alternative Cable Route ACR-02 which we are also

consulting on. You can read about ACR-02 in the Area 2 part of this Consultation Booklet. This means that if we chose LACR-01 for our final cable route, then would also need to use the majority of ACR-02. Therefore, in our consideration of the environmental effects of LACR-01, we have also considered the effect of the relevant part of ACR-02.

After leaving ACR-02, route LACR-01a, would firstly run eastwards across agricultural land where it is reached via Alternative Accesses that you can read about on the next page (AA-16, AA-17 & A-18). As it heads east it would cross Poling Street in open trench, where two operational accesses would be created directly into the footprint of LACR-01a.

## Area 4a: Our new route LACR-01a



### Alternative Accesses AA-16 & AA-17

In addition to construction and operational accesses being created from the new Lyminster Bypass further west, we would also require AA-16 and AA-17 through the Vinery Industrial Estate. AA-16 would be for temporary construction access, whilst AA-17 would start at the same point but run east of Lillian Terrace to become an operational access.

### Alternative Access AA-18

AA-18 would be used for construction or operational access at the Decoy Lane crossing point. AA-18 would be via an existing entrance from Decoy Lane, although this may need some improvement so that we could use it.

### Trenchless Crossings TC-22, TC-23 and TC-24

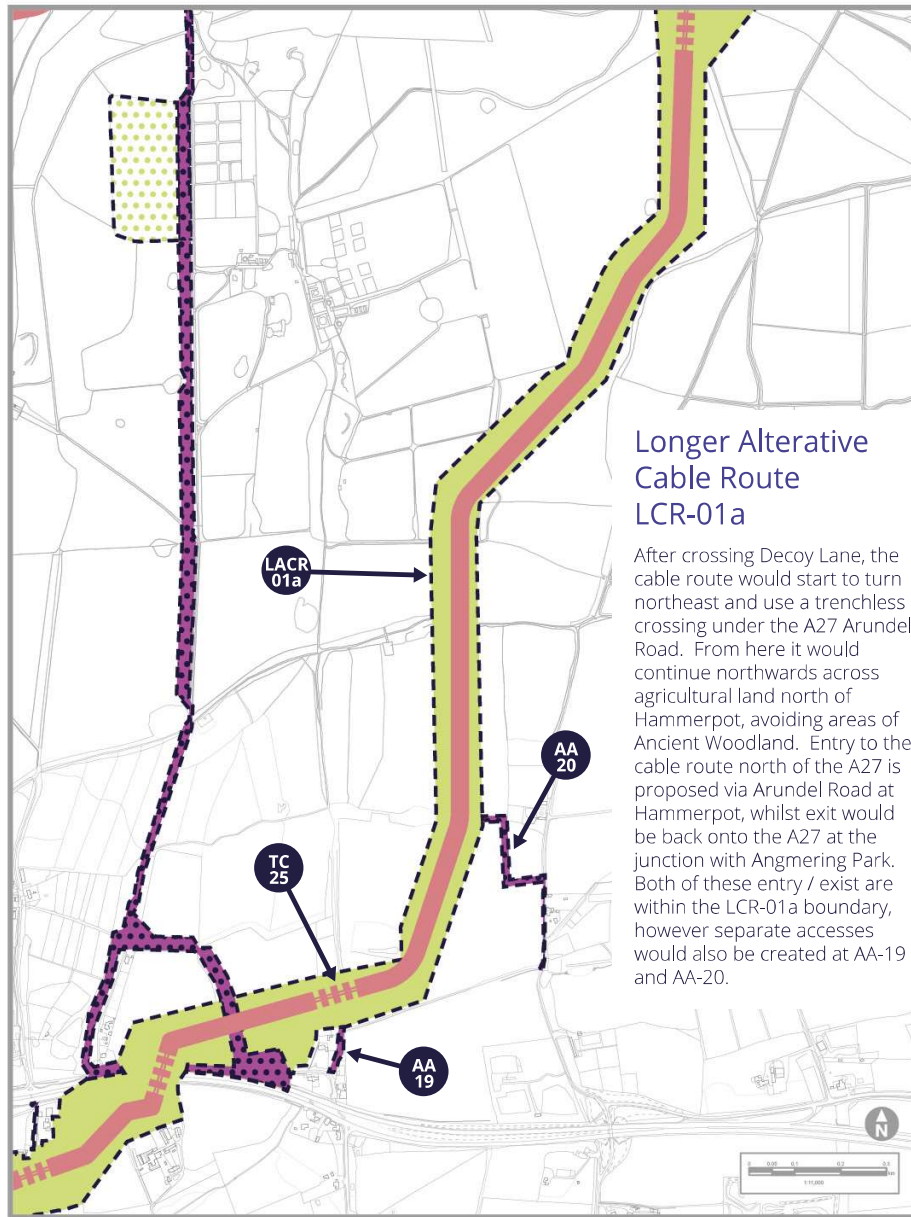
TC-22 would allow us to cross an existing tree line and ditch without disturbing them.

TC-23 would allow us to cross Decoy Lane without disrupting access or uses there.

TC-24 would allow us to pass underneath the A27 Arundel Road dual carriageway without disturbing traffic above, as it is obviously a key transport route through the area.



## Area 4a: Our new route LACR-01a



## Area 4a: Our new route LACR-01a



### Trenchless Crossings TC-25 and TC-26

TC-25 would allow us to cross a mature tree line north of Hammerpot without affecting it.

TC-26 is proposed so that we can take our cable route down the steep wooded slope at Michelgrove and leave the trees unaffected. This trenchless crossing would allow us to get to an existing clearance in the woodland, which we can use existing tracks to access. This means that we would minimise the effect we would have on this area.

### Alternative Accesses AA-19, AA-20 and AA-21

AA-19 would provide operational access for the life of the wind farm along an existing path at Hammerpot.

AA-20 would provide operational access for the life of the windfarm from the end of the highway on Swillage Lane, joining the cable route to the west of Norfolk House.

AA-21 would provide temporary construction and operational access west from Michelgrove. The temporary construction access would require a new stone road for the first 300m to move further from Michelgrove Cottages. After this point, the access may run along the existing access or new temporary parallel stone road. Operational access would be on the existing access.

# Area 4a: Our new route LACR-01a

## Potential Environmental Impacts

LACR-01a introduces the potential for new effects on the environment, which are assessed in our PEIR SIR.

During the construction period, some bridleways and footpaths will need to be diverted for short distances or temporarily interrupted for a limited duration.

The route passes through the South Downs National Park, and six Landscape Character Areas. The route also passes through seven hedges or treebelts, which we will replant afterwards.

This alternate route and accesses will introduce new potential receptors into proximity in respect of air quality. Different homes nearby would also have the potential to be affected by noise and vibration caused by construction or construction traffic. This route may affect individual roads differently from our previous assessment in a limited way.

Most of this alternative cable route runs through arable farmland bordered by hedgerow, which is similar to the landscape already assessed. Areas of Ancient Woodland would be drilled under, and there is a small group of trees (not ancient woodland) that may need to be removed.

We do not think that this alternate route changes our assessment of soils and agriculture. We have

not identified any new sources of ground contamination within this corridor. The work area would come close to Swillage Land Landfill and the Vinery Industrial Estate, but we consider the distance from the landfill site, and our usual construction measures will prevent the likelihood of contamination.

There are no standing historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods, including Bronze Age and Roman. If this route is selected, we would undertake further site surveys to help us plan our mitigation measures. This section of the route could affect the setting of nine listed buildings during construction.

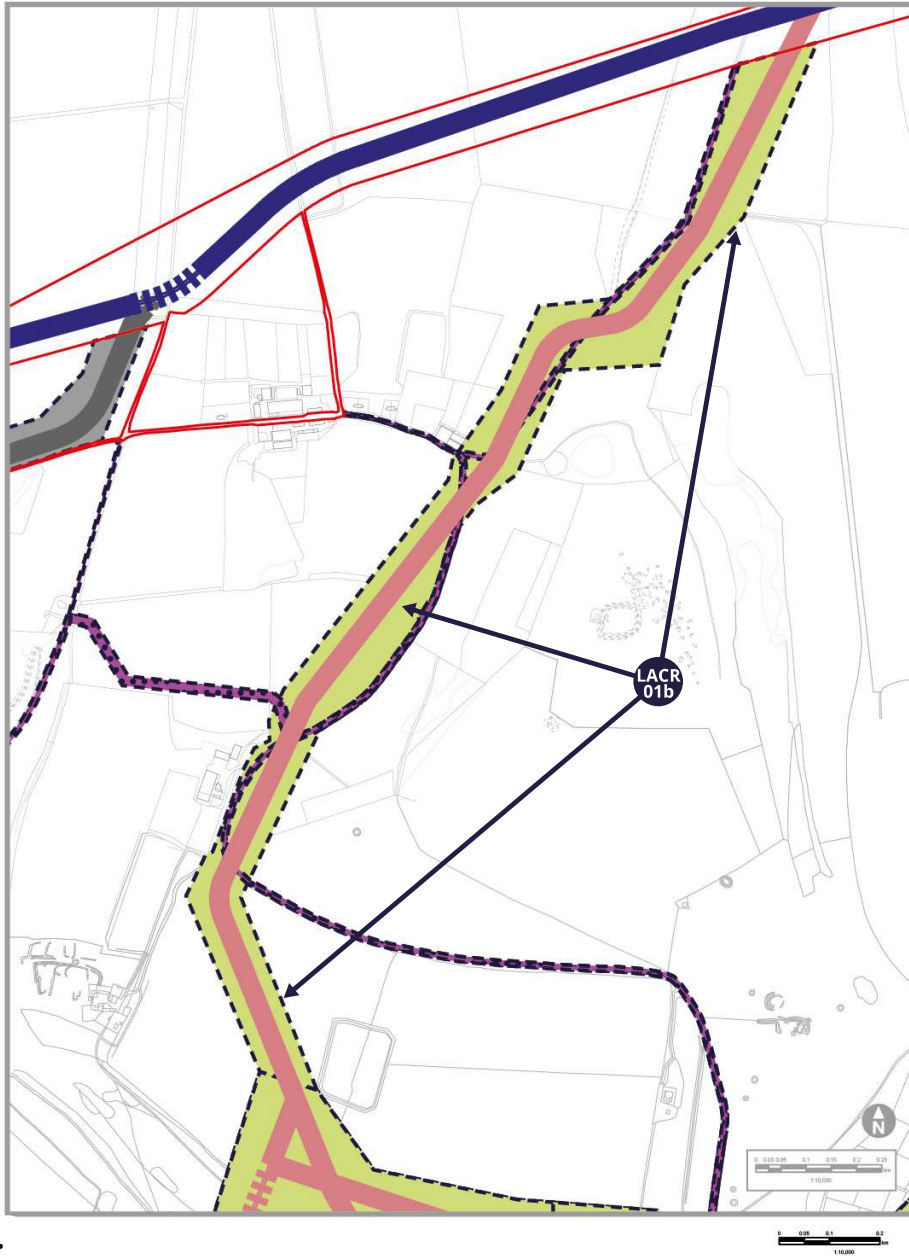
At this stage, we have some concerns about the potential for fluid from our trenchless crossings to contaminate groundwater, due to fractures within the chalk bedrock in this area. Therefore if this route was selected, we would commit to undertake an established detailed process called a Hydrological Risk Assessment to establish ways to minimise potential effects.

All of the above receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual and water environment effects.

**Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?**



## Area 4b: Our new route LACR-01b



### Longer Alternative Cable Route LACR-01b

As it heads north, our LACR-01 splits into two different potential routes. We would only need one of these routes if LACR-01 is ultimately chosen. We've called the western of these two routes LACR-01b and you can read about it and its potential environmental effects on this page and see a map on the page before. LACR-01b

would connect from the north end of LACR-01a, travelling northwest initially and then turning northeast to eventually re-join our existing proposed cable route.

LACR-01b would head through agricultural fields, including through an extensive private nature conservation project (the "Peppering Project"), where new hedgerows are being planted in winter 2022/23.

### Potential Environmental Impacts

LACR-01b introduces the potential for new effects on the environment, which are assessed in our PEIR SIR.

During the construction period, some bridleways and footpaths will need to be diverted for short distances or temporarily interrupted for a limited duration.

The route passes through the South Downs National Park, and one Landscape Character Area. The route also passes through five hedges or treebelts, which we will replant afterwards.

This alternate route and accesses will introduce new potential receptors into proximity in respect of air quality. Different homes nearby would also have the potential to be affected by noise and vibration caused by construction or construction traffic. This route may affect individual roads differently from our previous assessment in a limited way.

This route passes through arable and pasture fields, some of which are planned to be included in an extension to the Peppering Project, a Countryside Stewardship scheme. We would use additional mitigations including timing of works and hedgerow management, to reduce effects on ecology.

We do not think that this alternate route changes our assessment of soils and agriculture. Our research has not shown any new sources of ground contamination along this corridor.

There are no standing historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods of time. If this route is selected, we would undertake further site surveys to help us plan how to address anything we might encounter. This section of the route could affect the setting of one listed building during construction.

At this stage, we have some concerns about the potential for fluid from our trenchless crossings to contaminate groundwater, due to fractures within the chalk bedrock in this area. Therefore if this route was selected, we would commit to undertake an established detailed process called a Hydrological Risk Assessment to establish ways to minimise potential effects.

All of the above receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual and water environment effects.

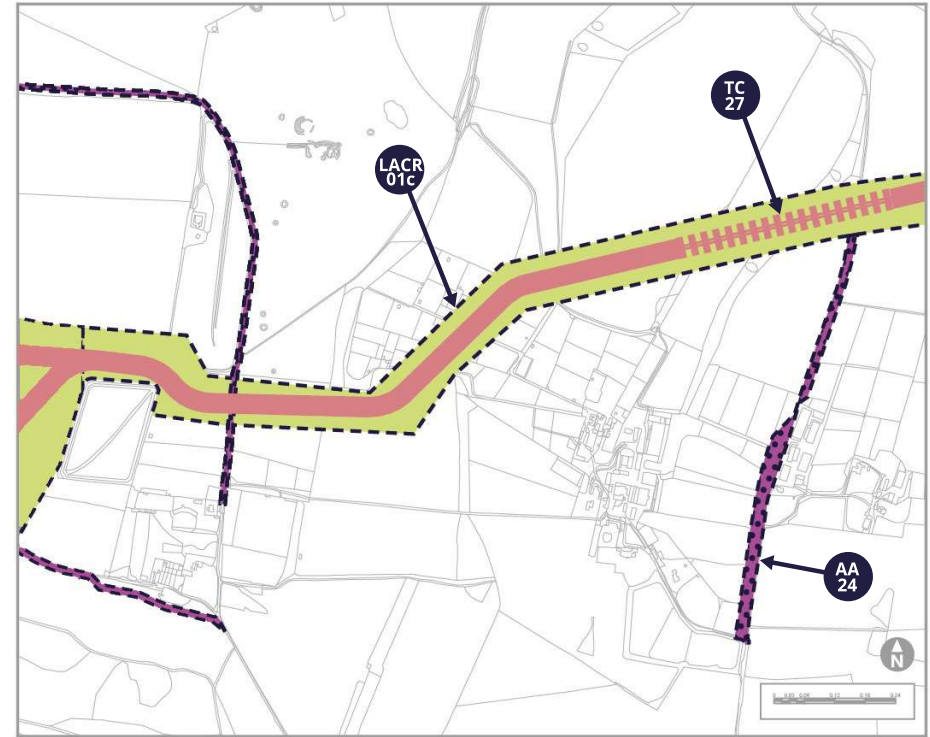
## Area 4c: Our new route LACR-01c



### Alternative Accesses AA-22 and AA-23

Both AA-22 and AA-23 would be a temporary construction and operational accesses following existing estate tracks from the end of Michelgrove Lane to LACR-01. We have allowed for potential temporary passing places during construction on these accesses if needed.

## Area 4c: Our new route LACR-01c



### Longer Alternative Cable Route LACR-01c

As it heads north, our LACR-01 splits into two different potential routes. We would only need one of these routes if LACR-01 is ultimately chosen. We've called the eastern of these two routes LACR-01c and you can read about it and its potential environmental effects on this and the following pages. LACR-01c would connect from the north end of LACR-01a, travelling east initially and then turning northwest to eventually re-join our existing proposed cable route.

LACR-01c would head across agricultural land with an open trench crossing of Michelgrove Lane. Along some of its length it would run parallel to wooded areas and between buildings and a gallops. The boundary of LACR-01c includes width to create an access track beside field edges if the existing track is found to be unsuitable.

You can see the initial eastbound and north-easterly parts of LACR-01c on maps on the following pages.

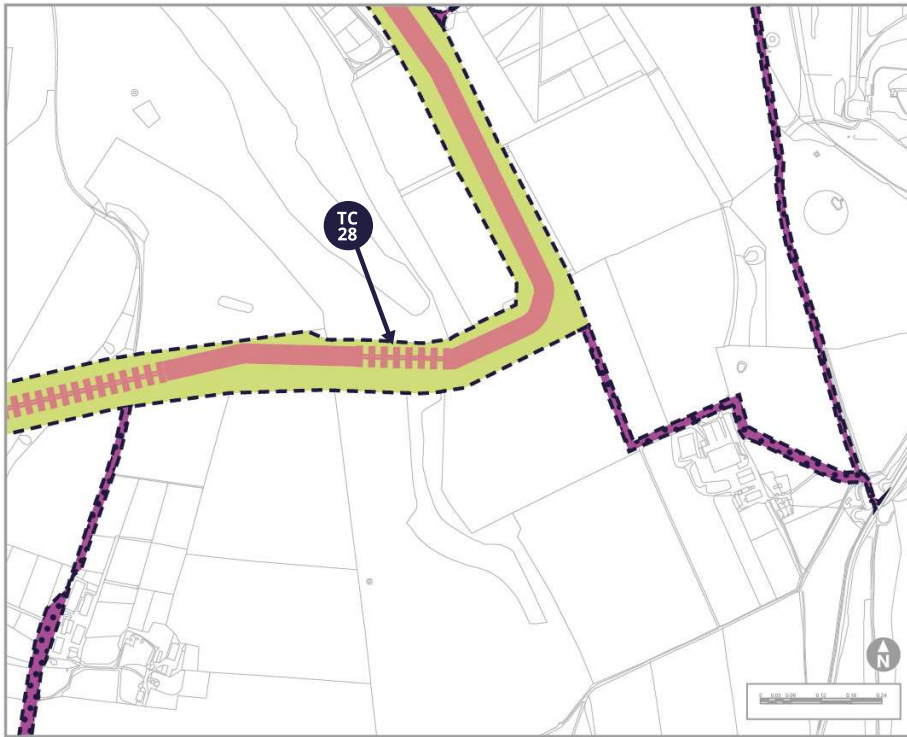
### Trenchless Crossings TC-27

TC-27 would be used to reach under the shoulder of Blackpatch Hill.

### Alternative Access AA-24

AA-24 would allow access from Long Furlong Lane to LACR-01c for both construction and the operational life of the wind farm.

## Area 4c: Our new route LACR-01c



### Trenchless Crossing TC-28

TC-28 is required to allow our cable route to pass under the steep east side of Blackpatch Hill.

### Trenchless Crossing TC-29

TC-29 would be required at the slope down Sullington Hill/Barnsfarm Hill for approximately 400m.

### Alternative Access AA-27

AA-27 would be needed during the operational life of the wind farm. Located about 850m South of Cobden Farm, it would run between 2 adjoining fields along an existing farm track.

## Area 4c: Our new route LACR-01c





# Area 4c: Our new route LACR-01c

## Potential Environmental Impacts

LACR-01c introduces the potential for new effects on the environment, which are assessed in our PEIR SIR.

During the construction period, some bridleways and footpaths will need to be diverted or temporarily interrupted, including the restricted byway 2092 to the west of Windlesham, albeit for a limited duration.

The route passes through the South Downs National Park, and two Landscape Character Areas. The route also passes through eighteen hedges or treebelts, which we will replant afterwards.

This alternate route and accesses will introduce new potential receptors into proximity in respect of air quality. Different homes nearby would also have the potential to be affected by noise and vibration caused by construction or construction traffic. We have assessed the transport impacts of this alternate route, which, when combined with LACR-01a, results in the most traffic. This route may affect individual roads differently from our previous assessment in a limited way.

This route passes through pasture and arable fields, including an area of good quality semi-improved grassland and also of lowland calcereous grassland, which are both considered Priority Habitats. We propose to use trenchless crossings to ensure these areas are retained, to reduce effects on ecology.

We do not think that this alternate route changes our assessment of soils and agriculture. We have not identified any new sources of ground contamination within this corridor. The work area would come close to Log Furlough, Findon, Landfill, but we consider the distance from the landfill site, and our usual construction measures will prevent the likelihood of contamination.

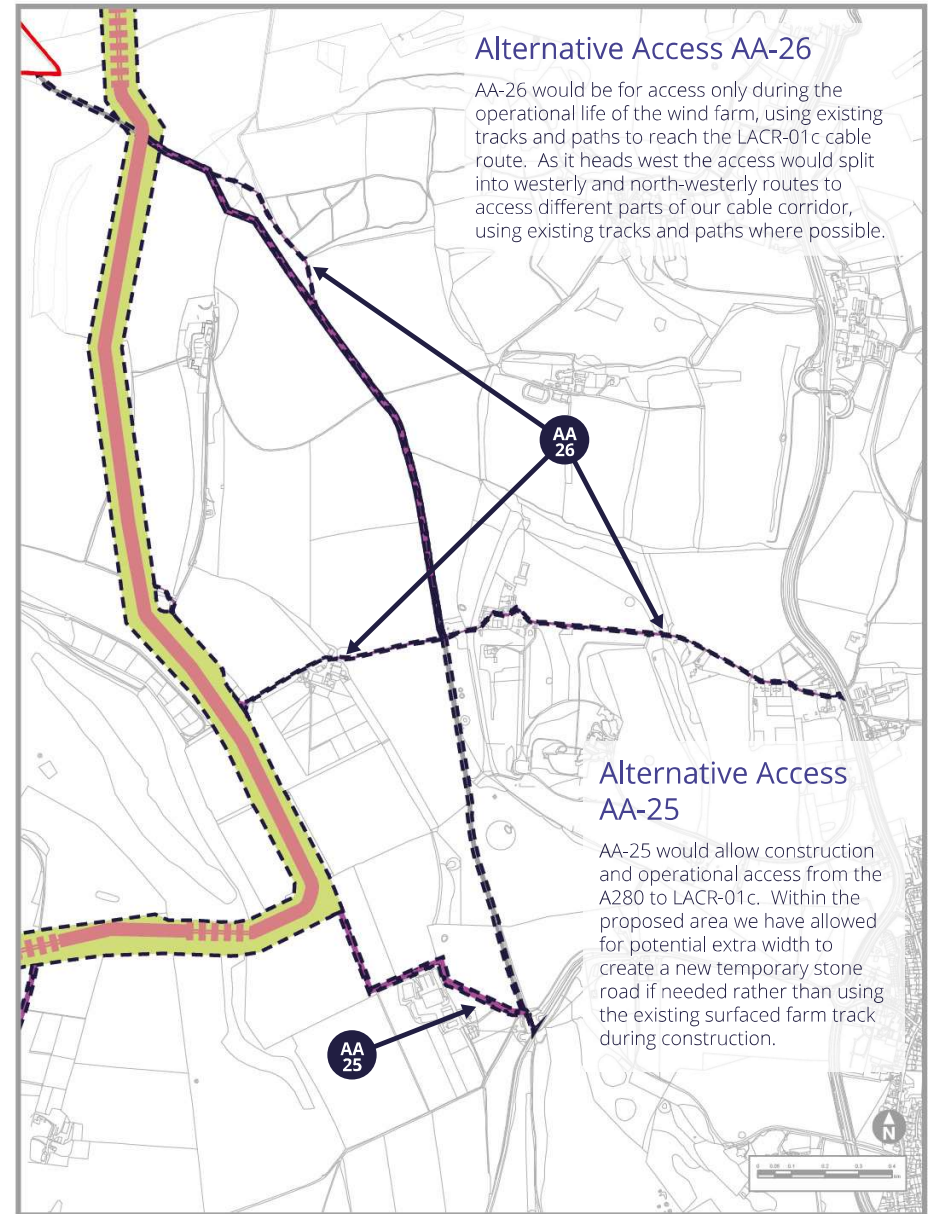
There are no standing historic features along the route of the proposed cable, but there is potential for buried archaeology from all periods, including prehistoric, Roman and medieval. If this route is selected, we would undertake further site surveys to help us plan how to address anything we might encounter. This section of the route could affect the setting of one listed building during construction.

At this stage, we have some concerns about the potential for fluid from our trenchless crossings to contaminate groundwater, due to fractures within the chalk bedrock in this area. Therefore if this route was selected, we would commit to undertake an established detailed process called a Hydrological Risk Assessment to establish ways to minimise potential effects.

All of the above receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, landscape and visual and water environment effects.

On the next page you can read about some accesses we are looking at to reach LACR-01. Since they are only needed if we decide to use LACR-01c as our route, the environmental effects of these accesses have been included overall in the effects of LACR-01c described above.

# Area 4c: Eastern accesses to LACR-01





# Area 5

## West and North of Washington








This Area considers the cable route where it would run west and north of Washington. It includes **three modified routes (MR)** and **three alternative accesses (AA)**. They are all referenced on the following pages using the abbreviations above.

*Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.*

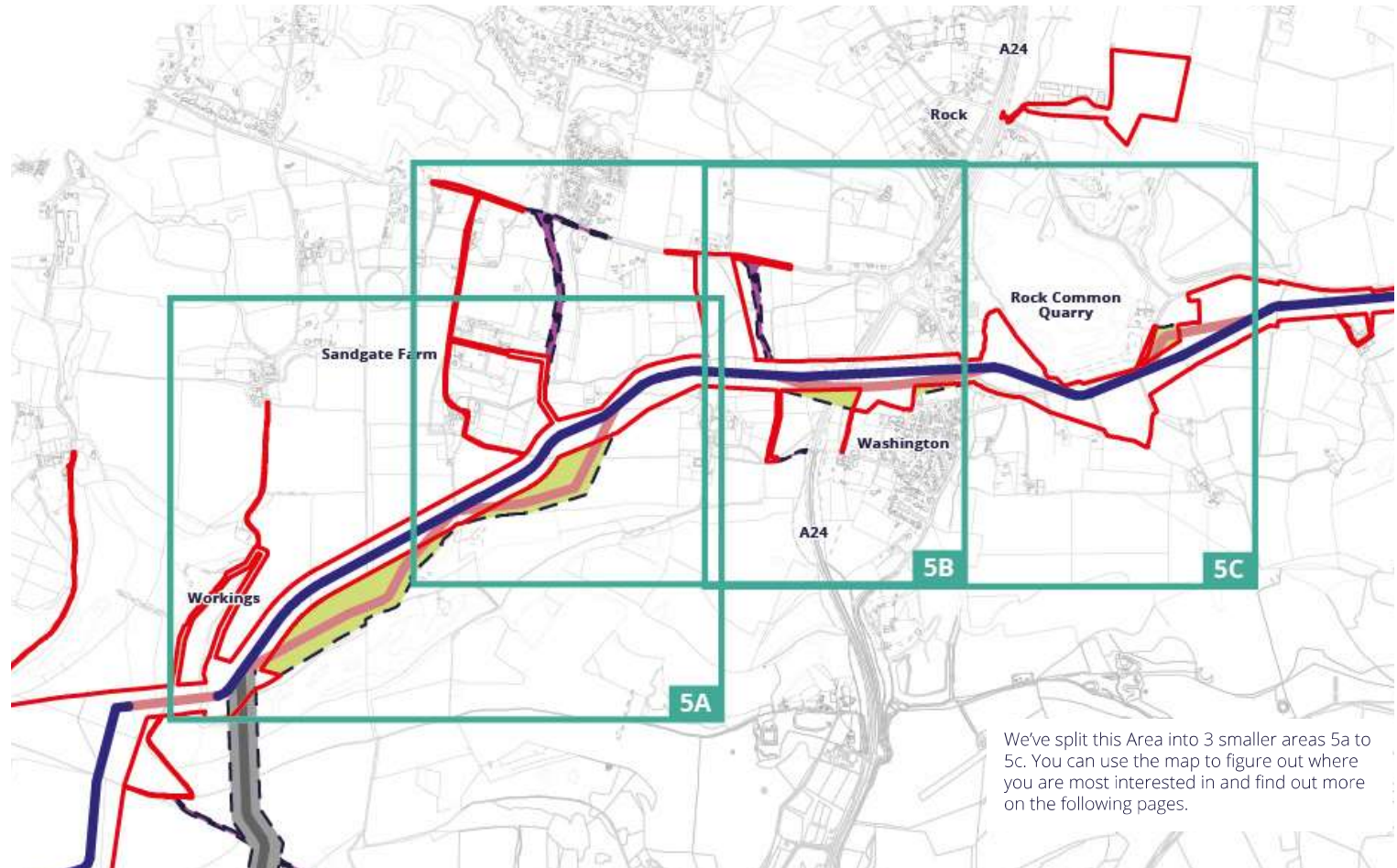
### Our Environmental Assessment of West and North of Washington

On the following pages you can read about our preliminary assessment of potential changes in Area 5. We believe that effects presented in our PEIR from summer 2021 will change for historic environment (heritage) as a result of introducing these alternatives. You can read more about our consideration of these potential changes in our PEIR SIR at [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation). Just look for the relevant MR, AA or TC reference.

**KEY:**

-  Our previous project boundary (from our summer 2021 consultation)
-  Our indicative cable route
-  Previously proposed trenchless crossing points
-  New areas for cable construction works
-  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
-  New alternative accesses
-  Route or change in another Area of this booklet

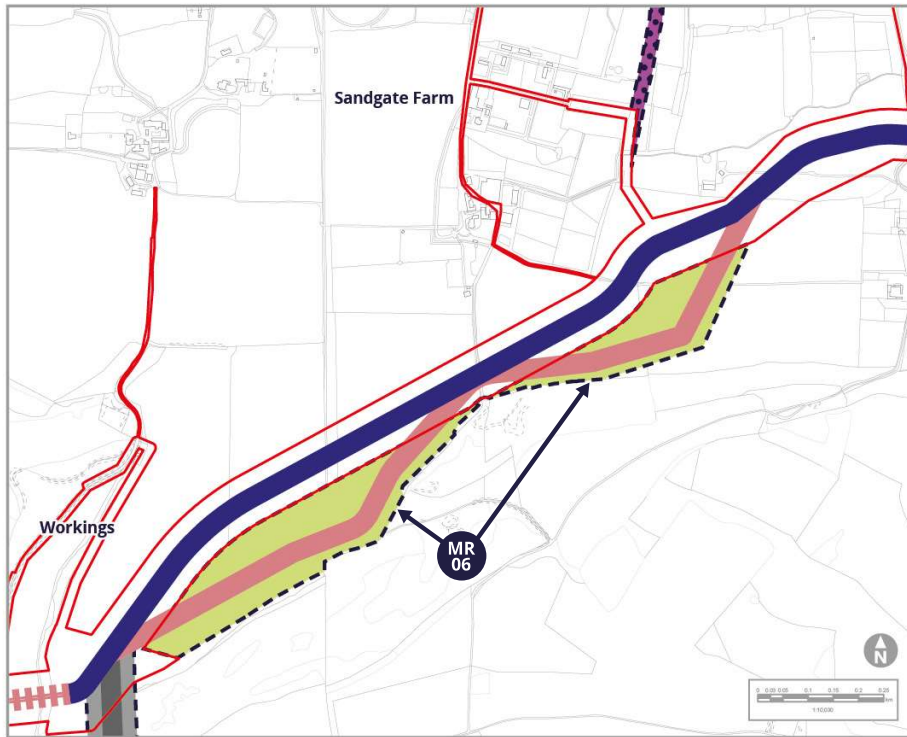
**Note: Only 1 cable route is required and indicative routes are shown for illustration only**



We've split this Area into 3 smaller areas 5a to 5c. You can use the map to figure out where you are most interested in and find out more on the following pages.



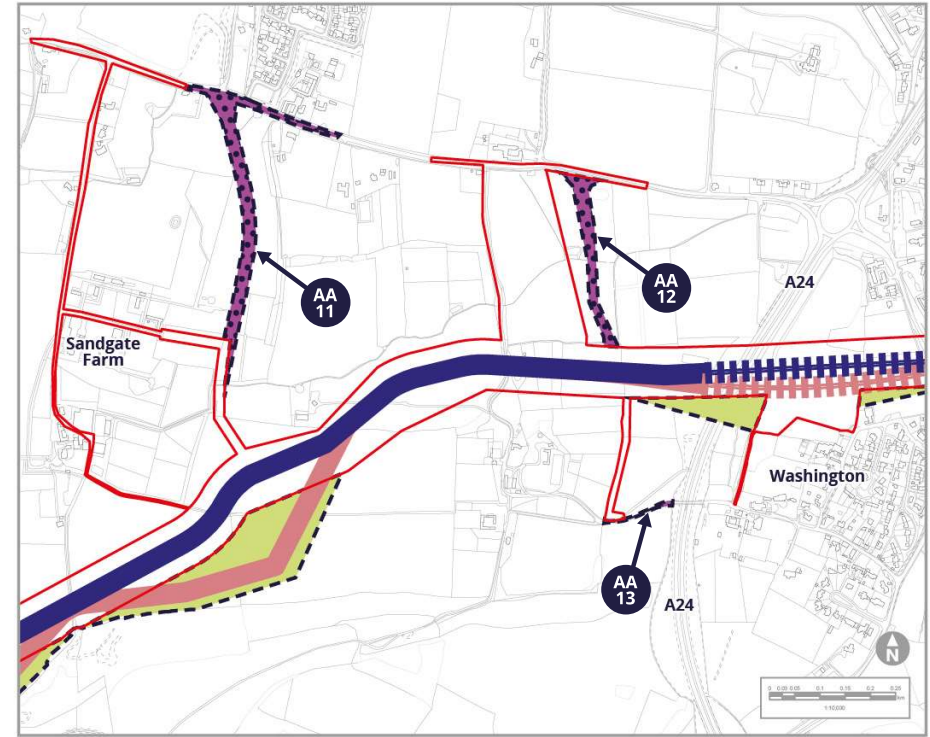
## Area 5a: West of Washington (1)



### Modified Route MR-06

MR-06 is being included to allow the cable to run closer to a southern field boundary to avoid an artesian well (where water is underground under positive pressure) and equestrian facilities, which will also enable agricultural activities to be less impacted during construction. The modified route would maintain a 15 metre (m) distance from a local wildlife site and woodland to the southeast.

## Area 5b: West of Washington (2)



### Alternative Accesses AA-11, AA-12 and AA-13

AA-11 is being explored due to technical challenges we found for construction use on our original proposed access route further west, whilst AA-12 is being considered as we identified that our original proposal would be unsuitable due to road safety concerns. Both alternative routes would run on new tracks and maintain a 15m separation distance from adjacent woodland. AA-13 is an existing private track which we are including to ensure we have rights of access over it.

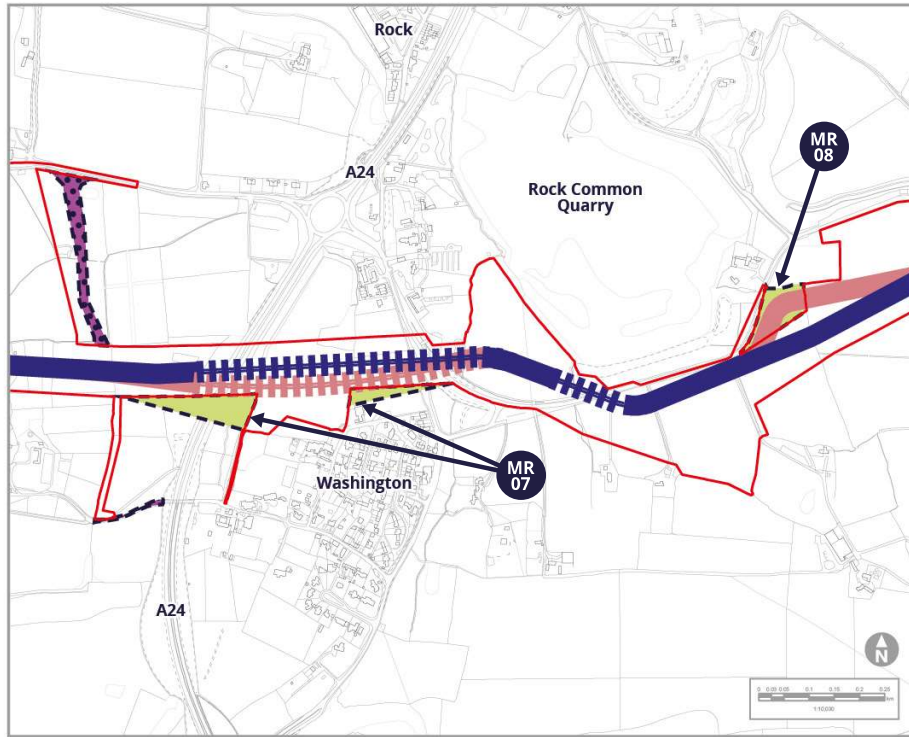
### Potential Environmental Impacts

MR-06 would involve hedgerow crossings, be adjacent to a stand of Ancient Woodland and near Sullington Hill Local Wildlife Site. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ecology and nature conservation effects.

AA-11 and AA-12 would cross agricultural fields and require new temporary stone roads. Both would cross hedgerows and AA-11 would pass close to listed buildings. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ecology, nature conservation, historic environment (heritage) and transport effects.



# Area 5c: North of Washington



## Modified Route MR-07

MR-07 would be an alternative route for the trenchless crossing under the A24 London Road, the recreation ground and roads to the east including the A283. This is being proposed to allow more flexibility for laying out of ducts, to help maintain distance from Ancient Woodland and provide a better angle to cross an existing gas pipeline. Although our trenchless crossing may move slightly into MR-07, this would not change the assessment of effects we consulted on last year.

## Modified Route MR-08

Modified Route MR-08 is a slight adjustment of the cable route to minimise severance of agricultural fields.

## Potential Environmental Impacts

MR-07 would be mostly underground for the trenchless crossing. Drilling would occur from a similar area to our existing proposed cable route and therefore no new receptors or changes to impacts have been identified.

MR-08 would be closer to receptors including a house and farm to the north. It would also cross two additional hedgerows. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ecology and nature conservation, and historic environment (heritage) effects.



Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?



# Area 6

## Wiston to Kings Lane

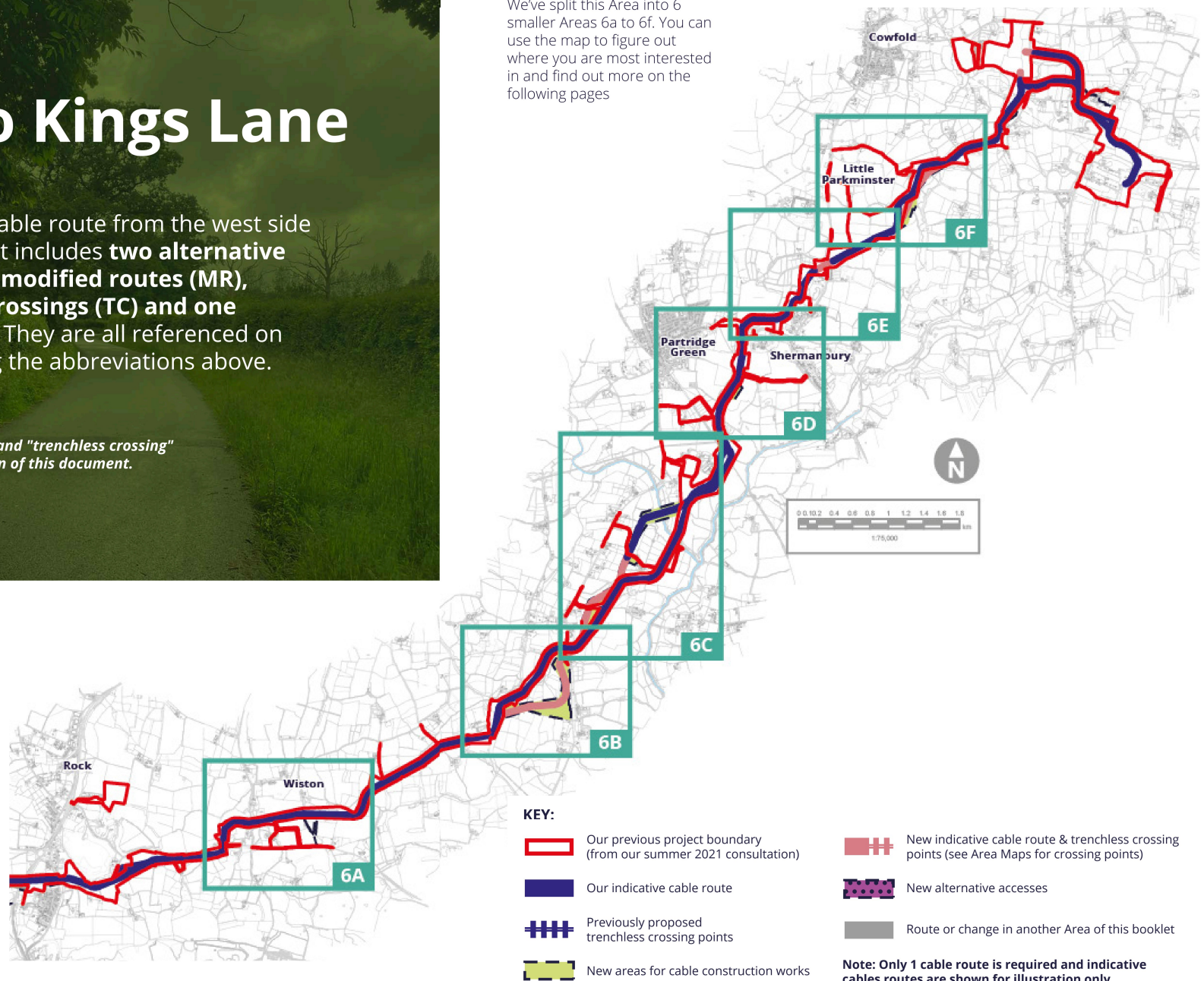
This Area considers the cable route from the west side of Wiston to Kings Lane. It includes **two alternative cable routes (ACR)**, **five modified routes (MR)**, **seven new trenchless crossings (TC)** and **one alternative access (AA)**. They are all referenced on the following pages using the abbreviations above.

*Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.*








### Our Environmental Assessment of Wiston to Kings Lane

On the following pages you can read about our preliminary assessment of potential changes in Area 6. We don't believe that introducing these changes is likely to change the overall conclusions of our PEIR from summer 2021. You can read more about our consideration of these potential changes in our PEIR SIR. Just look for the relevant MR, AA or TC reference.

We've split this Area into 6 smaller Areas 6a to 6f. You can use the map to figure out where you are most interested in and find out more on the following pages

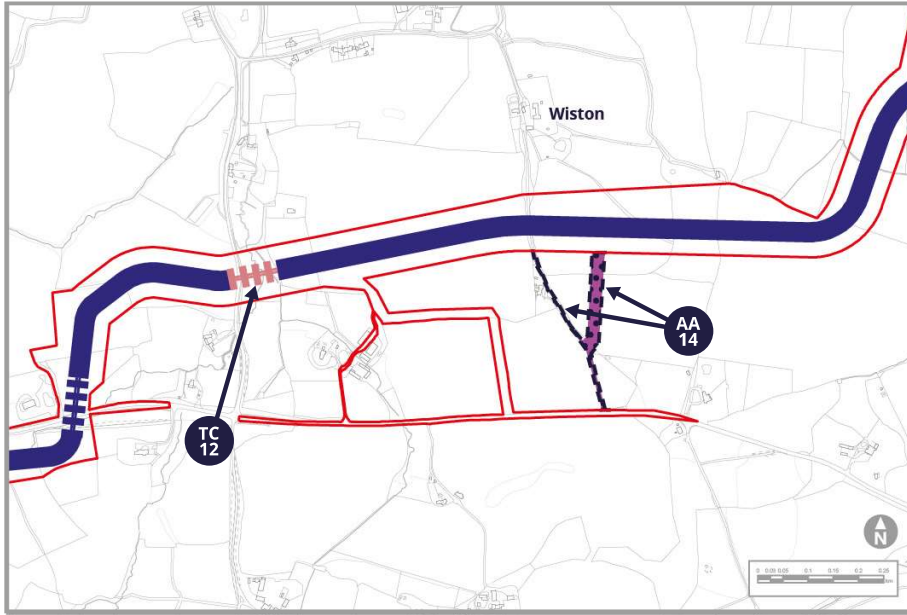


**KEY:**

-  Our previous project boundary (from our summer 2021 consultation)
  -  Our indicative cable route
  -  Previously proposed trenchless crossings
  -  New areas for cable construction works
  -  New indicative cable route & trenchless crossing points (see Area Maps for crossing points)
  -  New alternative accesses
  -  Route or change in another Area of this booklet
- Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**



## Area 6a: South of Wiston



### Alternative Access AA-14

East of Water Lane, our original construction access proposal would run from the A283 passing a residence. We are now exploring AA-14 as an alternative construction access (from the road via the wider northwest section) because it would avoid crossing a gas main and would affect less agricultural land, along with some traffic and minerals protection advantages.

The narrower part of AA-14 may also be used for operational access for the life of the wind farm.

### Trenchless Crossing TC-12

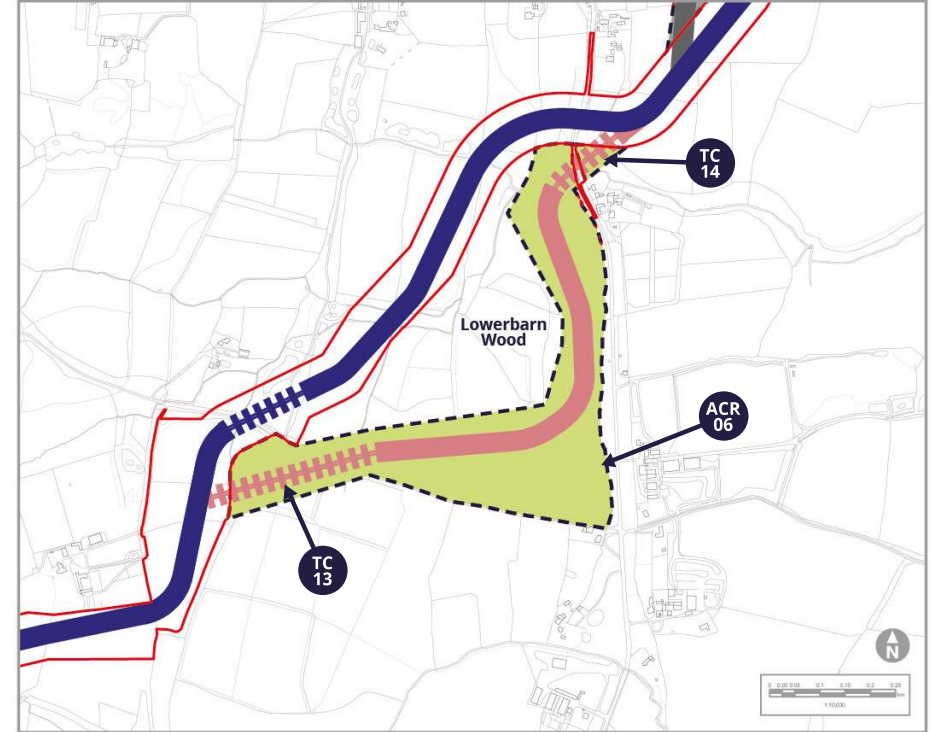
TC-12 has been added to pass under Water Lane and a tributary of the Honeybridge Stream without affecting them and would be drilled under Ancient Woodland.

### Potential Environmental Impacts

AA-14 would cross a hedgerow, an arable field and pass in the vicinity of two listed buildings. It creates new access to the A283. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, landscape and visual, ecology and nature conservation, and historic environment (heritage) effects on the identified receptors are considered in the PEIR SIR.

TC-12 has been added to pass under Water Lane and a tributary of the Honeybridge Stream without affecting them and would be drilled under Ancient Woodland. Receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, air quality, noise and vibration, ecology and nature conservation and transport effects

## Area 6b: South of Ashurst



### Alternative Cable Route ACR-06 and Trenchless Crossings TC-13 and TC-14

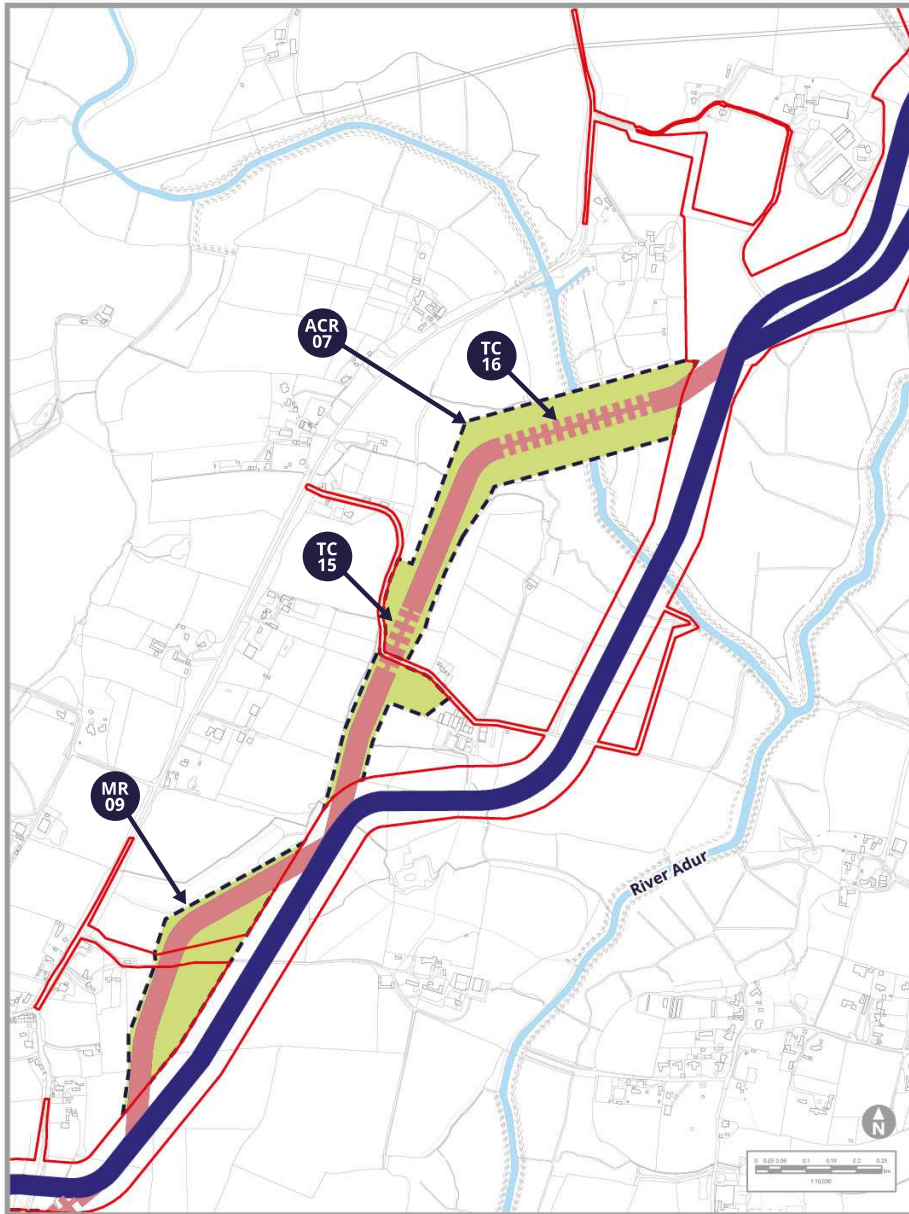
ACR-06 would be located south of Ashurst, running west of Horsham Road and alongside Spithandle Road. ACR-06 is to the east of the original cable route and has been introduced to potentially avoid ponds, environmental and engineering constraints, and impacts on a private nature conservation scheme. ACR-06 would require new trenchless crossings TC-13 to cross Calcot Wood and TC-14 to cross Horsham Road and a tributary of the River Adur.

### Potential Environmental Impacts

ACR-06 is in the vicinity of Horsebridge Common, comes within 350m of residential buildings and is in the vicinity of listed buildings. These are new receptors and have been considered by our latest assessments. The cable route will be closer to three listed buildings. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio-economic, air quality, historic environment (heritage) and noise and vibration effects.

**Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?**

# Area 6c: Ashurst to Partridge Green



## Modified Route MR-09

MR-09 extends the potential cable route to the west, bringing it closer to Ashurst. This has been introduced to reduce the severance of agricultural fields and maximise their use during construction.

## ACR-07 and Trenchless Crossings TC-15 and TC-16

ACR-07 is located approximately 220m east of Bines Green, west of the original cable route. This alternative would cross agricultural fields, including trenchless crossing TC-15 of a farm access track and mature treeline. It would then continue northeast to cross the River Adur via trenchless crossing TC-16, before rejoining the original cable route.

ACR-07 has been introduced to potentially avoid new infrastructure under construction and in response to challenges crossing utilities on the route that we consulted on last year.

## Potential Environmental Impacts

MR-09 would bring the modified cable route marginally closer to Ashurst, with some mature trees on its boundary, and in the vicinity of two listed buildings. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, ecology and nature conservation and historic environment (heritage) effects.

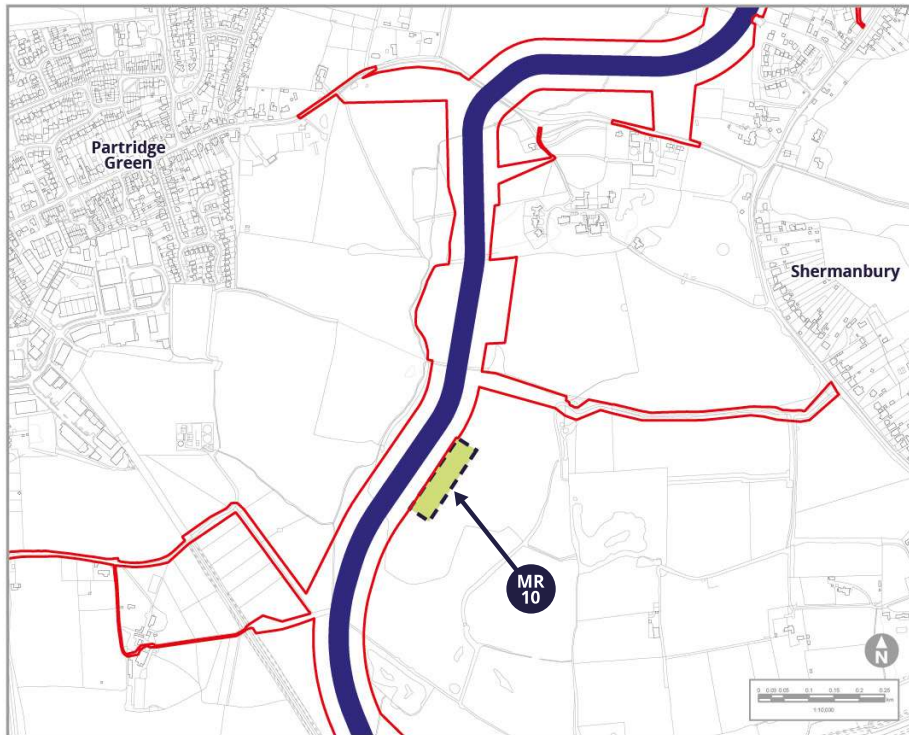
Construction works for ACR-07 would be visible from footpath 2519 and Bines Green Common. The footpath may also be interrupted by works. The change would introduce new residential receptors for air quality and for noise and vibration along the B2135 Bines Road, and

could affect the setting of two listed buildings. The works would take place within a Habitat of Principal Importance – coastal and floodplain grazing marsh. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to socio economic, air quality, noise and vibration, ecology and nature conservation, transport and historic environment (heritage) effects.

There are no associated new receptors or changes to impacts from TC-15 and TC-16 compared to those already identified in the 2021 consultation.

**Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?**

## Area 6d: Southeast of Partridge Green



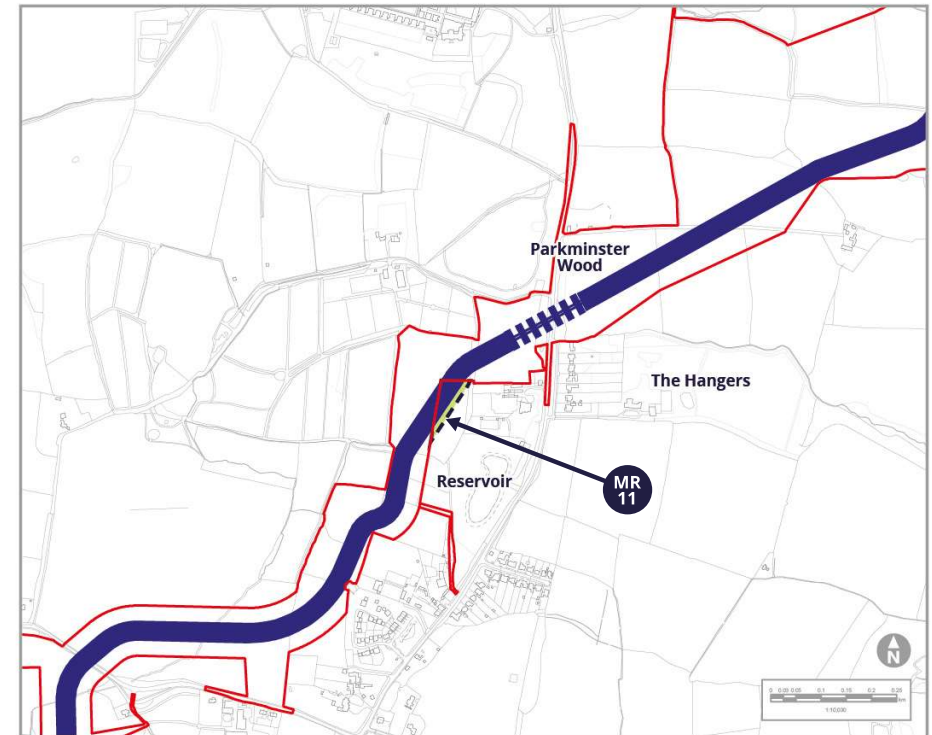
### Modified Route MR-10

MR-10 is a proposed extension to the east of our original proposed cable route, to provide a topsoil storage area during construction outside of the nearby floodplain.

### Potential Environmental Impacts

There are no associated new receptors or changes to impacts associated with MR-10, compared to those already identified in the 2021 consultation.

## Area 6e: North of Shermanbury



### Modified Route MR-11

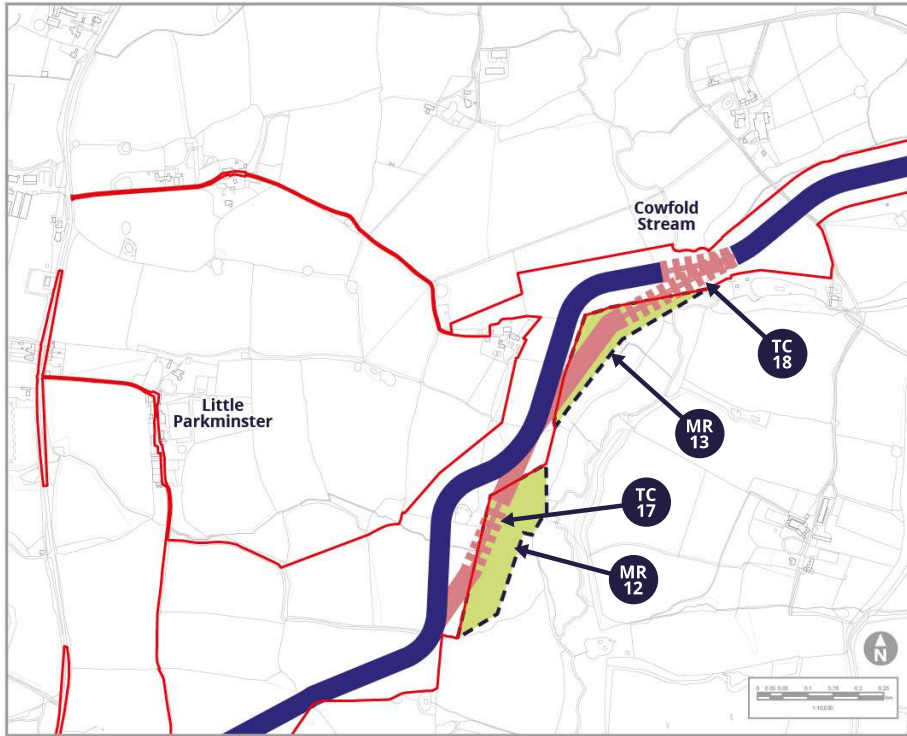
MR-11 is a proposed eastern extension to our cable corridor to allow the onshore cable working area to run closer to the field boundary. This would reduce severance, maximise the remaining agricultural use during construction and allow a slightly shorter cable route.

### Potential Environmental Impacts

There are no associated new receptors or changes to impacts from MR-11 compared to those already identified in the 2021 consultation.



## Area 6f: South of Cowfold



### Modified Route MR-12 and Trenchless Crossing TC-17

MR-12 has been introduced to enable the onshore cable corridor to take a more direct route. It includes a trenchless crossing (TC-17) of a tributary of Cowfold Stream and hedgerows classed as Important under the Hedgerow Regulations, so that they are not affected.

### Modified Route MR-13

MR-13 has been added to enable a trenchless crossing (TC-18) of hedgerows, mature trees and the Cowfold Stream. This would also move the corridor further east away from residential properties.

### Trenchless Crossing TC-18

TC-18 would pass under hedgerows, mature trees and the Cowfold Stream to leave them unaffected.

### Potential Environmental Impacts

MR-12 and TC-17 would be in a medium or high risk flood area and would interact with hedgerows and a pond. MR-13 would be in an area of medium flood risk and where there is evidence of three small areas of ground being dug up in the past – which could mean a higher risk of contamination or ground instability. MR-13 would also interact with additional ponds. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation ecology and nature conservation, ground conditions and water environment effects.

Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?



## Area 7

# Substation Approach

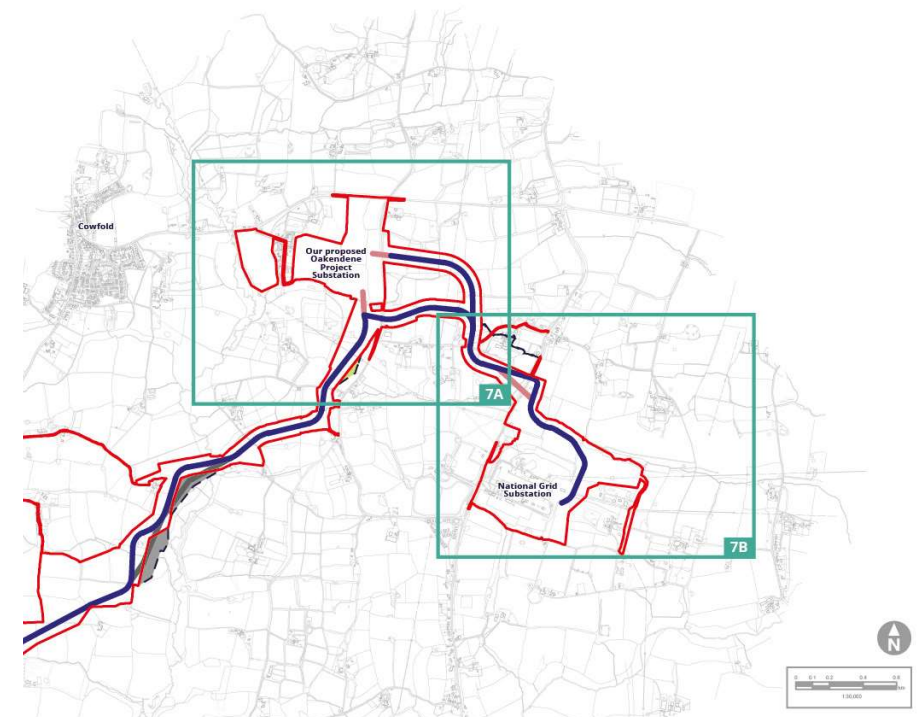
This Area considers the cable route from Kings Lane via our new Rampion 2 project electricity substation, to the National Grid Bolney Substation. It includes **one modified route (MR)**, **three new trenchless crossings (TCs)** and **one alternative access (AA)**. They are all referenced on the following pages using the abbreviations above.

*Remember: Words such as "receptor" and "trenchless crossing" are explained in the Definitions section of this document.*








## Our Environmental Assessment of Substation Approach

On the following pages you can read about our preliminary assessment of potential changes in Area 7. We don't believe that introducing these changes is likely to change the overall conclusions of our PEIR from summer 2021. You can read more about our consideration of these potential changes in our PEIR SIR here [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation). Just look for the relevant MR, AA or TC reference.

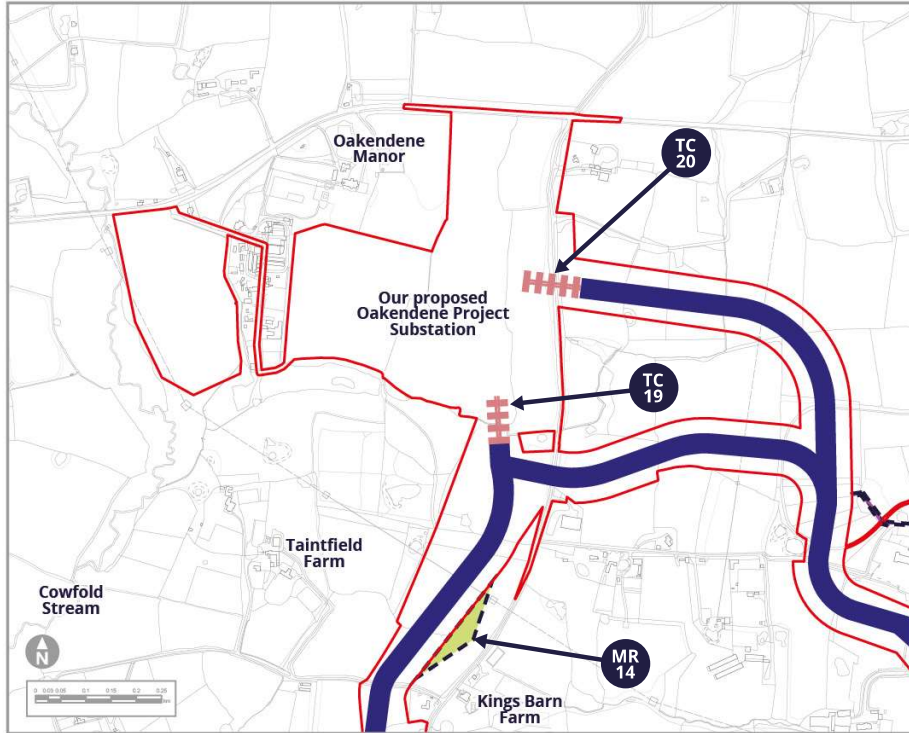
We've split this Area into 2 smaller Areas 7a and 7b. You can use the map below to figure out where you are most interested in and find out more on the following pages



### KEY:

- |   |   |   |   |
|---|---|---|---|
|  | Our previous project boundary (from our summer 2021 consultation) |  | New indicative cable route & trenchless crossing points (see Area Maps for crossing points) |
|  | Our indicative cable route  |  | New alternative accesses  |
|  | Previously proposed trenchless crossing points                    |  | Route or change in another Area of this booklet   |
|  | New areas for cable construction works                            |   |   |
- Note: Only 1 cable route is required and indicative cables routes are shown for illustration only**

## Area 7a: Kings Lane to our Oakendene substation



### Modified Route MR-14

MR-14 would extend our original cable route eastwards, to allow us to avoid the root protection area of a veteran tree, which we identified during our tree surveys.

### Trenchless crossing TC-19 and TC-20

TC-19 would pass under a tributary of Cowfold Stream, meaning we wouldn't have to dig through it to reach our Oakendene substation site. Hedgerows and a mature treeline could remain intact.

TC-20 would carry the power under Kent Street. It would also allow a woodland strip and hedgerows to remain intact.

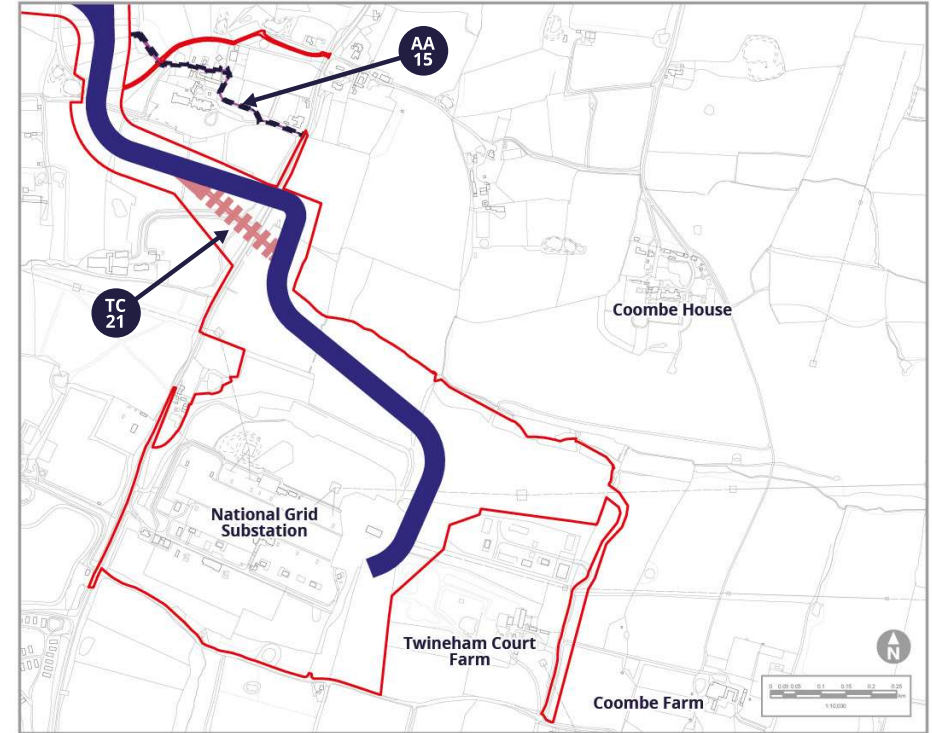
## Potential Environmental Impacts

For MR-14 there are no associated new receptors or changes to impacts compared to those already identified in our 121 consultation.

TC-19 would be in a floodplain and nearby residential dwellings are relevant to these works. TC-20 also has some relevant nearby residential dwellings. These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, air quality, noise and vibration, ecology and nature conservation, and water environment (for TC19) and transport effects (for TC20)

70

## Area 7b: Oakendene substation to our National Grid connection



### Alternative Access AA-15

AA-15 is an alternative operational access to reach our original proposed cable route via an existing track. This is an existing track which is bound by trees in places and is set in an area of Eastern Low Weald landscape character.

### Trenchless Crossing TC-21

TC-21 is proposed to enable our cable route to cross under Wineham Lane without having to dig it up. It also allows some mature trees and hedgerows to remain intact.

For AA-15 some mature trees may need pruning for vehicle access visibility. Some residential dwellings along Wineham Lane have been noted as potential receptors.

Residential dwellings nearby to TC-21 have been identified as relevant receptors to this crossing.

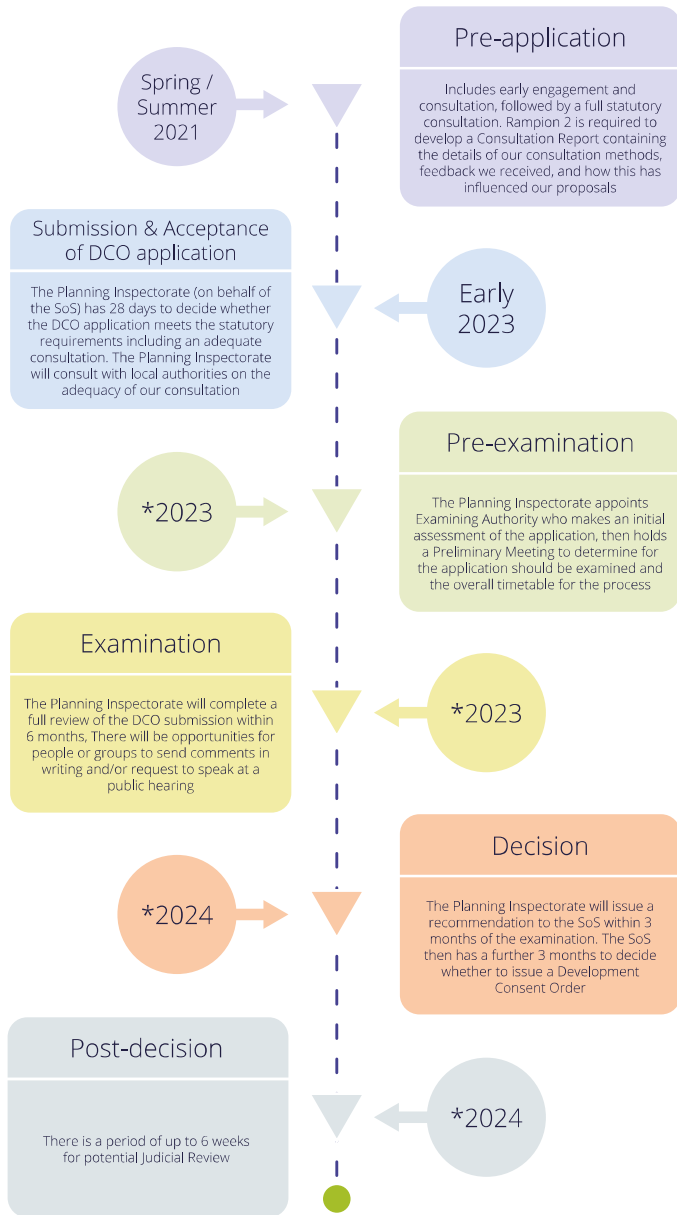
These receptors have been identified in our PEIR SIR as either new, or with the potential for a change, in relation to landscape and visual, air quality, noise and vibration, ecology and nature conservation (AA-15) and transport and water environment effects (TC-21).

71

**Tell us what you think about any proposals in this booklet. Are there other things you want to highlight to us?**



# Next steps



\* We have estimated 15-18 months between DCO submissions and The Planning Inspectorate decision based the typical timeframe on previous NSIP projects

# How to have your say

We welcome all comments and feedback on our proposals, whatever they may be. However, you may find it helpful to think about things that might affect where, how or when we should be building or accessing our onshore electricity cable route for the changes we are asking about in this consultation.

## Respond to our consultation

The best way to give your feedback is by using the **Consultation Response Form**. Please visit [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation) and click on 'Have your say' to submit your consultation response form.

Consultation responses will also be accepted via email at [rampion2@rwe.com](mailto:rampion2@rwe.com)

or post to:  
Consultation Response, FREEPOST: Rampion 2

We would greatly appreciate your feedback.

## Attend our Drop In Events

We are holding four face-to-face events at these dates, times and venues.

Venue	Date	Time
<b>Arundel Town Hall</b> Atherley Chamber, Maltravers St, Arundel, BN18 9AP	Tuesday, 1st November 2022	1:00pm – 8:00pm
<b>Arun Yacht Club</b> Rope Walk Riverside West, Littlehampton, BN17 5DL	Wednesday, 2nd November 2022	1:00pm – 8:00pm
<b>Ashurst Village Hall</b> The Street, Ashurst, Steyning, BN44 3AP	Friday 11th November 2022	1:00pm – 8:00pm
<b>Arundel Town Hall</b> School Lane, Washington, RH20 4AP	Saturday 12th November 2022	1:00pm – 8:00pm

Should you wish meet with members of the project team face-to-face to discuss our latest proposals, please do visit an event convenient to you. You will also be able to view large scale maps.

We will also be running a Virtual Public Forum during the consultation period. Please visit [www.Rampion2.com/consultation](http://www.Rampion2.com/consultation) for up-to-date details of all our events.

## Contact us

Even if you are not responding, you can ask questions or seek clarification by:  
Emailing us at [rampion2@rwe.com](mailto:rampion2@rwe.com) or  
Call us on Freephone 0800 2800 886

## We're committed to equality

If you or your organisation need assistance reading or understanding the consultation documents please contact us to discuss your requirements. Translation of key documents to other languages, large print, audio or braille format may be arranged on request.





A-54



**Rampion 2**  
WIND FARM

For all plans:

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2022 Ordnance Survey 0100031673

Mr Thomas Ralph Dickson  
College Wood Farm  
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Steyning  
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BN44 3DY

Rampion 2 Project  
Rampion Extension Development Ltd  
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Whitehill Way  
Swindon  
Wiltshire  
SN5 6PB

[REDACTED]@rwe.com

18<sup>th</sup> May 2023

Dear Mr Dickson,

**Proposed Cable Route in respect of the Rampion 2 Project**

I write further to the letter from Vaughan Weighill dated 28<sup>th</sup> March 2023 and our subsequent telephone discussions relating to your Kent Street land interest.

**Kent Street**

You submitted a representation during November 2021 objecting to the Rampion 2 cable route which is proposed to run through your land interest at Kent Street. The cable route would be the 'northern cable route' option (as presented in our summer 2021 statutory consultation— see enclosed Works Plan July 2021 42285-WOOD-PE-ON-PN-MD-0004 shown as "Works no. 12") as it exits eastwards from our proposed Oakendene substation. In our summer 2021 consultation we also consulted on a potential alternative substation location at Wineham Lane South. As you are aware, the Oakendene substation site was subsequently identified as our proposed substation site, in preference to Wineham Lane South. The cables following the northern cable route through your land interest would be required to run from our Oakendene substation at 400 kilovolts (kV) to connect to the National Grid substation at Bolney.

An alternative 'southern cable route' option, running largely to the south of your land interest, was also proposed in our summer 2021 consultation – shown on plan 42285-WOOD-PE-ON-PN-MD-004 as "Works no. 6". The proposed 'southern cable route' was principally based on cables arriving from the south from the wind farm and then heading directly east towards our Wineham Lane South option.

You have previously indicated on many occasions that your key concern with regard to the 'northern cable route' was its effect on your Queen's Green Canopy proposal (QGC), which you say has resulted in the Woodland Trust recently confirming to you in writing that they would not qualify your woodland under the QGC. In light of this, you confirmed that you would be agreeable in principle to our southern cable route, as it would not sever the woodland scheme in the same manner.

Further to your communication of the above, Rampion 2 re-visited the potential for using the southern cable route option (as consulted upon in summer 2021) specifically for cables running from the Oakendene substation towards Bolney National Grid substation. A combination of the engineering requirements and policy constraint for a small Site of Special Scientific Interest (SSSI)



immediately to the west of Kent Street, reconfirmed the conclusion that the southern route option would involve greater environmental impacts than for the northern route and that there was no justification to progress this route.

Further modifications to the southern cable route were also explored by the Rampion 2 team, to establish if a route with comparable or only marginally increased impacts to the 'northern cable route' could be identified which would be acceptable both to Rampion 2, having regard to objectively assessed impacts, and to you, and would therefore enable us to reach an agreement on the land rights required for Rampion 2.

Through this exercise, a further modified route immediately to the north of the southern cable route was identified as shown cross hatched green and orange on the enclosed plan ref 42285-WOOD-CO-ON-PN-MD-0020, which was hand delivered to your address on 7<sup>th</sup> April 2023. We discussed this plan further and you stated that, as the cable routing went through the centre of the field, it would have a sterilising impact on your farming and as such you considered it unacceptable. You requested that Rampion 2 consider:

- 1) the movement of the cable route towards the southern boundary of the field and
- 2) an extension of the proposed trenchless cable installation (by Horizontal Directional Drill (HDD)), eastwards into the next field. This would extend the drilled section further into the open cut trenched section (shown cross hatched green to the east on the enclosed plan).

The above requested changes were considered by the Rampion 2 team. However, we concluded that such a change was not justified on balance. This was due to it having greater potential impacts (including the amenity of nearby residents, effects on trees and vegetation) and significant additional cost,

We subsequently spoke on the telephone in light of the above and you indicated that the proposed cable route shown on plan 42285-WOOD-CO-ON-PN-MD-0020 would have a greater impact on your farming than the 'southern route'. You then asked for the cable to be located as far south as possible in the northern cable route corridor (as consulted on in summer 2021). I explained that there are tree and hedge buffers which need to be maintained which prevent the siting of the cable immediately adjacent to the field boundary, but that we would seek, in our final design, to site the cables as far south as possible within the DCO application boundary to reduce interference with any tree planting carried out by you so far as practicable.

I confirm that, further to the above, the northern cable route as shown on the enclosed plan will be included in our DCO red line boundary for our consent application. We remain of the view that, with ongoing planning and mutual co-operation, our proposals and the tree planting regime you have started to implement can both be delivered. Our position is based on our own analysis and publicly available information from the Woodland Trust (who administer the QGC "certification") regarding bio-diverse mixed woodlands.

I understand from our conversations that you have now planted some of the land in the proposed Rampion 2 northern cable route, but that you believe that you have left some space for the Rampion 2 cable corridor. As previously requested, please do send either Carter Jonas or I the plan for your planting scheme so that we can check the extent to which it is compatible with the cable routing that we intend to submit as per the attached plan. We will commit to try and reduce impacts where possible through detailed siting within the DCO red line boundary. We would propose to secure any such route in a voluntary agreement and in this regard Carter Jonas will shortly be forwarding Heads of Terms for your consideration.



Please do contact me if you would like to discuss this further at this stage.

  
**Vicky Portwain**  
**Land Transaction Manager, Rampion 2**

Enc. Plan ref: 42225-WOOD-CO-ON-PN-MD-0020  
42285-WOOD-PE-ON-PN-MD-0004





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Rampion Extension Development Ltd

c/o RWE Renewables  
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Westwood Way  
Westwood Business Park  
Coventry  
CV4 8PB

[REDACTED]@rwe.com

**Sent by email only**

27<sup>th</sup> January 2023

Dear Guy

**RE: Mr T Dickson - Land at Kent Street**  
**Rampion 2 - Proposed Cable - Queen's Platinum Jubilee Woodland**

Further to my letter of 25<sup>th</sup> November, I would like to provide you with an update on our proposals regarding the Rampion 2 cable corridor with regards to Mr Dickson's land at Kent Street.

We are still consider the outcomes of the recent consultation process, including your request that we consider alternative cable routes near Kent Street. However, there is a change I would like to advise you of which would be the case whichever final routeing we select.

I have previously advised you that we were contemplating a reduction of the width of cable construction corridor from 50m to 40m along the cable route, and that within this construction corridor we would require a 20m permanent easement for the cables.

In fact, we have now considered further the matter of our construction corridor width and have concluded that the section of the route between Oakendene and the NGET Bolney substation can be reduced further: to a construction corridor of 30m width and a 15m wide permanent easement.

This corridor width reduction is made possible by our intention to install only two cable circuits between Oakendene and Bolney; and while it will not affect our cable corridor proposals at College Wood Farm wanted to convey this information, whilst we are still looking at the routeing.

We would welcome the opportunity to meet with you and Mr Dickson at Kent Street, to discuss with you both the outcomes of our deliberations. I anticipate that we will be in a position to update you further around the beginning of



