

# Rampion 2 Wind Farm

## Category:

## Examination Documents

Applicant's Post Hearing Submission – Issue Specific Hearing 1

Appendix 3 – Further information for Action Point 14 and 16 – Construction Accesses

Date: February 2024

Revision A

Application Reference: 8.25.3

Pursuant to: The Infrastructure Planning (Examination Procedure)

Rules 2010, Rule 8(1)(c)(i)

Ecodoc number: 005098661-01



## Document revisions

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Revision	Date	Status/reason for issue	Author	Checked by	Approved by
A	28/02/2024	Deadline 1	RED	WSP	RED

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# 1. Introduction

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## 1.1 Overview

- 1.1.1 Rampion Extension Development Limited (hereafter referred to as 'RED') (the 'Applicant') is developing the Rampion 2 Offshore Wind Farm Project ('Rampion 2') located adjacent to the existing Rampion Offshore Wind Farm Project ('Rampion 1') in the English Channel.
- 1.1.2 Rampion 2 will be located between 13km and 26km from the Sussex Coast in the English Channel and the offshore array area will occupy an area of approximately 160km<sup>2</sup>. A detailed description of the Proposed Development is set out in **Chapter 4: The Proposed Development, Volume 2** of the Environmental Statement (ES) [APP-045], submitted with the Development Consent Order (DCO) Application.

## 1.2 Purpose of this Document

- 1.2.1 This document provides further information requested in response to Action Point 14 which states *"Provide a plan demonstrating why areas serviced from A61 and A64 off Kent Street cannot be serviced by a haul road from Access A63 Oakendene substation compound."*
- 1.2.2 And Action Point 16 which states *"Provide a note which explores the feasibility of HGVs accessing the areas serviced by A57, A56, A53 and A52 via haul roads south from A63 or North from A50."*

## 1.3 Response to Action Points 14

- 1.3.1 The attached plan "42285-WOOD-EX-ON-PN-MD-0008 rev2.0" illustrates the northern section of the proposed DCO Order Limits between the A281 and the A272 with indicated barriers to a continuous construction haul road (AP14). Additional clarification with regards to these barriers along the onshore cable route is given in the response to Action Point 16 below.

## 1.4 Response to Action Points 16

### **Onshore cable construction corridor for HGV access between A-50 and Oakendene Substation Site (AP16):**

- 1.4.1 The Oakendene Substation Construction Compound (construction Access A-63) is the northernmost part of the Proposed Development and from here the proposed DCO Order Limits extend along the cable construction corridor to the south west. This note shall clarify why additional construction accesses along this corridor are necessary to facilitate the construction phase, and why the construction cannot be undertaken by operating a continuous haul road from either construction access A-63 towards the south or from access A-50 towards the north.

## Environmental features along the onshore construction corridor

- 1.4.2 There are several obstacles along this section of the cable route which are required to be crossed by trenchless methods including those set out in commitment C-5 in the [Commitments Register \[APP-254\]](#) (provided at Deadline 1 submission) and therefore prevent a continuous haul road to run along this section.
- The tree line and minor watercourse on the southern edge of the Oakendene Site, west of Kent Street Lane, Crossing Ref. STRX-1de-20-Stream. (See Sheet 26, Appendix A: Crossing Schedule of the [Outline Code of Construction Practice \[PEPD-033\]](#)) This habitat provides east / west connectivity for a range of species including dormouse, bats and breeding birds. It also provides habitat that could be used by great crested newts breeding in nearby ponds. Trenchless installation of the cable across this habitat strip limits fragmentation associated with substation delivery, ensures connectivity is maintained east / west throughout the construction period and minimises effects on a variety of fauna. The tree line also provides screening of views of the construction compound and latterly the substation from the south. A haul road would create a 6m gap in this habitat that would break the natural visual screen of the substation site from the south until replacement planting had grown.
  - Cowfold Stream / Watercourse as can be seen on Sheet 25 in Appendix A: Crossing Schedule of the [Outline Code of Construction Practice \[PEPD-033\]](#) with Reference: STRX-1de-18 "Cowfold Stream". The Cowfold stream and parts of its associated flood plan lie within fluvial Flood zone 2 or 3 (i.e. a medium and high probability of flooding) based on the Environment Agency Flood Map for Planning. The Limits of Deviation for this trenchless crossing compound have been carefully sited outside of Flood Zone 2 and 3, in accordance with a sequential approach taken to avoid flood risk areas. Either side of the stream course are belts of trees that delineate the Cowfold Stream and associated flood meadow from nearby farmland. The Cowfold Stream and associated riparian habitats support a variety of species including otter, bats and nightingale. The stream corridor provides a strong feature running north / south through the landscape providing habitat connectivity through a farmed landscape. Operating a haul road across this watercourse would be technically complex and highly detrimental to the local environment. Relevant commitment C-5 applies to this barrier ([Commitments Register \[APP-254\]](#) provided at Deadline 1 submission), which is planned to be crossed via trenchless (HDD) methodologies as secured through the stage specific Code of Construction Practice pursuant to Requirement 22 of the [Draft Development Consent Order \[PEPD-009\]](#).

## Two road crossings along the onshore cable corridor

- Road / A281 at A56 / Greentree Lane as can be seen on Sheet 23 in Appendix A: Crossing Schedule of the [Outline Code of Construction Practice \[PEPD-033\]](#) with Reference "RDX-1de-18-A281". As a major road, the A281 will be crossed via trenchless methods and no continuous haul road will be constructed across the road. Construction traffic will be directed via

construction accesses A56 and A57 going west and east respectively. If the haul road were to operate across the A281 it would be necessary to implement traffic management such as traffic lights to allow heavy goods vehicles (HGVs) to cross. This would be affecting local traffic and likely cause a negative impact for local communities.

- Road / B2116 “Shermanbury Road” as can be seen on Sheet 22 in Appendix A: Crossing Schedule of the **Outline Code of Construction Practice [PEPD-033]** with Reference “RDX-1de-17, B2116”. Operating a haul road across the B2116 to access the onshore construction corridor for a longer duration at this location would likely involve traffic management for an extended duration and thereby present a worse impact to local traffic.

## Nuisance for Landowners and Residents

- 1.4.3 As the corridor segment length between the Oakendene Substation (Access A-63) and the construction access A-50, servicing construction up until the River Adur is approximately 7.1 km in length, all construction related material transport would need to be routed along the whole construction haul road segment rather than via the public road network. This would affect some local residents disproportionately over a longer duration than by utilising multiple accesses along the cable route and thereby reducing construction traffic in the wider area. The prescribed construction routes prioritise the use of A-roads as established traffic routes, as discussed in the **Outline Construction Traffic Management Plan [PEPD-035a]**.

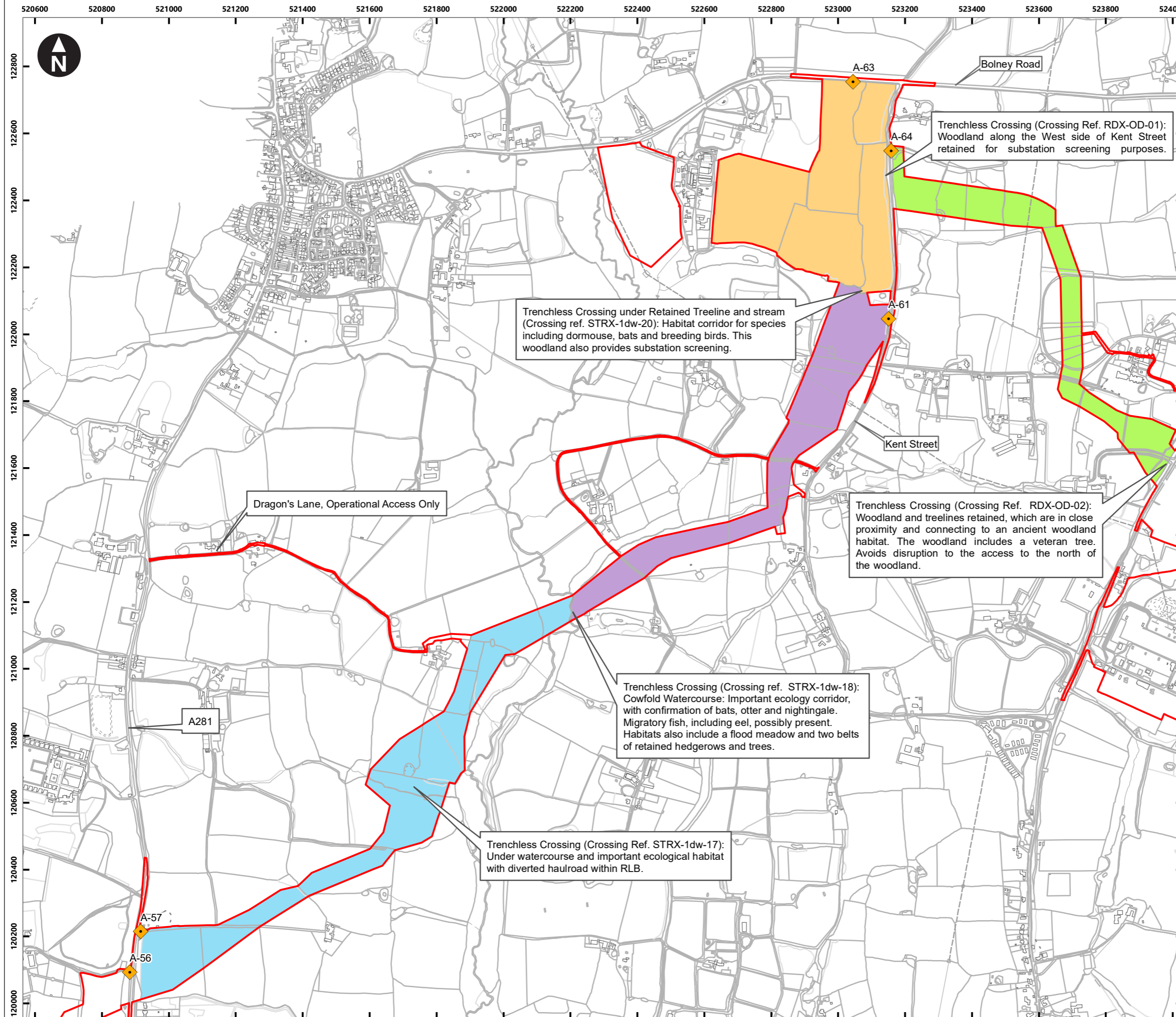
## Construction Efficiency

- 1.4.4 A linear infrastructure construction project is a complex undertaking, requiring flexibility in the planning as well as during the construction phases. It can be expected that some elements of the construction will be undertaken earlier than others (i.e., enabling works); therefore, equipment and vehicle access requirements will vary along the cable route and the onshore substation. The final construction access strategy will be defined during the detailed design phase, in conjunction with the appointed Principal Contractor(s). This is secured through the approval mechanism for stage specific Construction Traffic Management Plans as set out in Requirement 24(1) of the **Draft Development Consent Order [PEPD-009]**. Operating a single access via a northern or southern access across this segment would also present more complex Health and Safety considerations, in particular, the need to construct several crossroads at interfaces with existing roads and other public rights of way to maintain continuity. Following detailed consideration of these impacts it is not considered practical from a construction perspective to have single access points to the North and/or South of this section and would likely extend the duration of the construction.

## Conclusion

- 1.4.5 In summary, there are several barriers that make the operation of a continuous haul road across this segment unfeasible and environmentally undesirable, thus the inclusion of construction accesses A-57, A-56, A-53 and A-52 is therefore essential for the timely delivery of the construction phase and requirement to

reduce effects on the environment, most particularly ecology and transport. Furthermore, the planning of the construction of the cable route requires flexibility to account for further design modifications as part of detailed design, whilst also taking a balanced approach between minimising effects from construction traffic in the area to reducing local impact as much as possible.



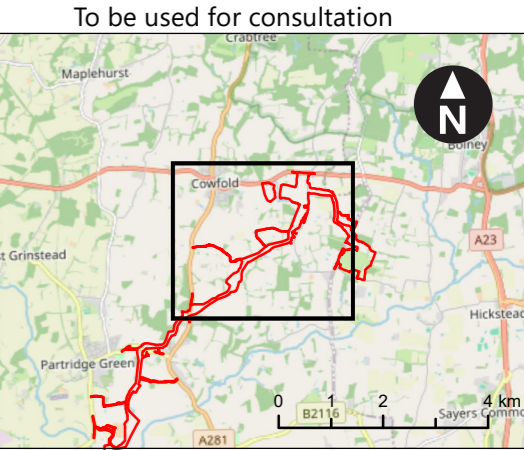
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**Key**

- Proposed DCO Order Limits
- Construction & operational access

Construction access via-

- A-57
- A-61
- A-63
- A-64



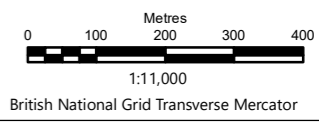
Trenchless Crossing under Retained Treeline and stream (Crossing ref. STRX-1dw-20): Habitat corridor for species including dormouse, bats and breeding birds. This woodland also provides substation screening.

Trenchless Crossing (Crossing Ref. RDX-OD-02): Woodland and treelines retained, which are in close proximity and connecting to an ancient woodland habitat. The woodland includes a veteran tree. Avoids disruption to the access to the north of the woodland.

Trenchless Crossing (Crossing ref. STRX-1dw-18): Cowfold Watercourse: Important ecology corridor, with confirmation of bats, otter and nightingale. Migratory fish, including eel, possibly present. Habitats also include a flood meadow and two belts of retained hedgerows and trees.

Trenchless Crossing (Crossing Ref. STRX-1dw-17): Under watercourse and important ecological habitat with diverted haulroad within RLB.

- NOTES:
- Due to scaling, some narrow areas (i.e. existing tracks) within the red line boundary may appear as a single/solid red line on the map.
  - For the locations where trenchless crossings are identified there is no haul road through access for the reasons provided.
  - Traffic entering/exiting the cable construction corridor at A-61 and A-64 will transit along Kent Street. HGVs will not use Kent Street south of A-61.
  - Crossing References as per the Code of Construction Practice Appendix A, Crossing Schedule [PEPD-033].



Rampion Extension Development Limited

Rampion 2 Offshore Wind Farm

Construction Access from A281 to Kent Street

System Identifier: 42285-WOOD-EX-ON-PN-MD-0008  
 Version: 2.0

Company: WOOD	Drawn: AB	Chkd: NW	Appr: SN	Drawn Date: 22/02/2024	Status: FOR USE
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