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**To:** [Rampion2](#)  
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**Subject:** National Highways Deadline 2 submissions (Our Refs NH23/03537 & PINS ID 20045175)  
**Date:** 20 March 2024 18:05:25  
**Attachments:** [20240320\\_Rampion\\_2\\_DCO\\_National\\_Highways\\_Deadline\\_2\\_response.pdf](#)

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Dear Mr Allen

I refer to your Rule 8 letter dated 7 February 2024 and the Deadline 1 ExA requirements as set out on the PINS Rampion 2 webpage <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010117/examination-timetable>

Please find attached a letter comprising our Deadline 2 submissions and updates.

We continue to engage with the applicant to progress matters that for us represent outstanding concerns and requirements. We remain committed to continue to work with the applicant to resolve all outstanding matters and will provide updates to the Examining Authority accordingly.

We trust that our submissions are in order and await your further update and instructions in due course with regards how the Examination will proceed.

In the meantime, if you have any queries regarding our submissions, please contact me via our email inbox at [planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk).

Regards

**Kevin Bown BSc(Hons) MPhil CMS MRTPI Spatial Planner**

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Our ref:  
PINS registration ID: 20045175

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20 March 2024

Via E-Mail to:

[rampion2@planninginspectorate.gov.uk](mailto:rampion2@planninginspectorate.gov.uk)

Dear Mr Allen,

**Deadline 2 Submissions of National Highways  
Application by Rampion Extension Development Limited  
for an Order granting Development for the Rampion 2 Offshore Wind Farm  
Planning Inspectorate Reference Number: EN010117**

This letter responds to the Examining Authority (ExA) Rule 8 letter dated 7 February 2024 and Deadline 2 (20 March 2024) required actions as set out on the PINS Rampion 2 webpage.

National Highways is the government owned company which operates, maintains and improves the Strategic Road Network (SRN) as the strategic highway company appointed under the provisions of the Infrastructure Act (2015) and in accordance with the Licence<sup>1</sup> issued by the Secretary of State for Transport. National Highways is a statutory consultee to the planning process. It has a specific obligation to deliver economic growth through the provision of a safe and reliable SRN, in line with the provisions set out in DfT Circular 01/2022: *The strategic road network and the delivery of sustainable development*<sup>2</sup>.

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<sup>1</sup> [Highways England: licence \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/118118/highways-licence-2015.pdf)

<sup>2</sup> [Strategic road network and the delivery of sustainable development - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/118118/circular-01-2022-the-strategic-road-network-and-the-delivery-of-sustainable-development.pdf)



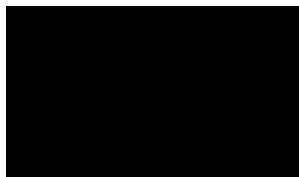
National Highways met regularly with the Applicant's transport consultants during the pre-application period and these meetings are continuing during the examination period. As the Panel are aware from National Highway's Relevant Representations and PADS and participation at the Preliminary Meeting and Issue Specific Hearing (Environmental Matters), National Highways has identified the high-level impacts of the proposed development on the SRN generally and the location of some of the more detailed impacts. However, further details on various matters are still required from the Applicant in order for the Applicant to demonstrate compliance with national policy, particularly that set out in DfT Circular C1/2022.

Appendices;

- Appendix 1 provides National Highways responses with regards the Deadline 1 requirements

In conclusion, given the outstanding issues summarised above, National Highways is not yet satisfied that the Applicant's proposals appropriately address National Highways' concerns and requirements to ensure the safety, reliability and operational efficiency of the SRN is safeguarded as required by national planning and transport policy. However, National Highways remain keen to resolve the concerns raised and commit to working with all parties to do so.

Yours sincerely,



Kevin Bown  
Spatial Planner

**Deadline 2 Submissions of National Highways  
Application by Rampion Extension Development Limited for an Order granting  
Development for the Rampion 2 Offshore Wind Farm  
Planning Inspectorate Reference Number: EN010117**

**NATIONAL HIGHWAYS RESPONSE TO  
THE EXA DEADLINE 2 REQUIRED ACTIONS**

**20 March 2024**

The ExAs Deadline 2 actions are set out at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010117/examination-timetable>

<b>EXA REQUIRED ACTION</b>	<b>NATIONAL HIGHWAYS RESPONSE</b>
<ul style="list-style-type: none"> <li>• Responses to WRs</li> <li>• Responses to LIRs</li> <li>• Responses to any written questions arising from OFH1 and/or ISH1 (if required)</li> <li>• Comments on any further information/submissions received by Deadline 1</li> </ul>	<p>National Highways Relevant Representations and PADS dated 3 November 2023 set out National Highways comments on Rampion 2 submissions up to that date.</p> <p>At Deadline 1 National Highways noted the various submissions made since 3 November 2023. National Highways had no comments at this time but asked the ExA to note that various of the documents, contained details or proposals that will need to be reviewed by National Highways in the light of the further submissions to be made by the Applicant in response to National Highways concerns and requirements.</p> <p>Therefore, National Highways requested to be heard as considered appropriate and necessary by the ExA with regards any of the submissions set out above or subsequently identified as relevant to safeguarding the safety, reliability and/or operation of the Strategic Road Network during the course of the Examination.</p> <p>We have now also reviewed all submissions by all parties between Deadline 1 and Deadline 2. Those including matters relating to traffic and transport covering the A27 and wider Strategic Road Network include:</p> <ul style="list-style-type: none"> <li>• Rampion 2</li> <li>• West Sussex County Council</li> <li>• South Downs National Park</li> <li>• Natural England</li> </ul>

- Susan Davies

Our comments remain the same in that various documents potentially contain matters that National Highways would wish to comment upon but only once our key concerns and requirements have been addressed and agreed. At this point we will be able to provide fully contextual comments on other matters. Example updated documents include:

- Rampion 2 Wind Farm Date: February 2024 Revision A Category 6: Environmental Statement Volume 2, Chapter 32: ES Addendum
- Rampion 2 Environmental Statement Volume 4, Appendix 23.2: Traffic Generation Technical Note assessment (tracked changes) Date: February 2024 Revision B
- Outline Construction Traffic Management Plan (tracked changes) Date: February 2024 Revision C

National Highways also notes that many of the proposed updates and additions made by Rampion 2 will require the comments and agreements of West Sussex County Council and others as they affect the access and routing to various parts of the cable route. National Highways will need to be involved in these conversations in order to then be able to assess any implications of any changes to routing, timing, form and frequency of construction, operational and/or decommissioning traffic. Hence these matters need to be addressed holistically and jointly.

With regards National Highways own RRs and PADS, we continue to engage with Rampion 2 to address our concerns and requirements.

Engagement since Deadline 1 have comprised:

1. Receipt of proposals regarding access to compounds off the A27. These are being assessed for DMRB compliance etc and responses will be provided shortly.
2. Some engagement regarding the trenchless crossing of the A27 at Hammerpot, but details have yet to be submitted.

(Items 1 & 2 also will involve other assessments such as drainage etc)

	<p>3. Some engagement regarding Protective Provisions and related legal, land and property matters, but no details or DCO updates have yet been provided. In this context we also note the submissions from Network Rail and similar statutory undertakers with regards the need for Rampion 2 to amend their DCO to fully reflect the approaches required by National Highways and similar organisations.</p>
<ul style="list-style-type: none"> <li>• Applicant's Mid-examination Progress Tracker</li> <li>• Applicants National Policy Statement Tracker</li> <li>• Applicant's first update to the draft DCO</li> <li>• Applicant's first update to the Land Rights Tracker</li> <li>• Applicant's first update to the Guide to the Application</li> <li>• Applicant's first update to the Statements of Commonality of Statements of Common Ground</li> <li>• Applicant's draft itinerary for the ASI (if required)</li> <li>• Any other updated documents and statements from the Applicant deemed necessary following its responses at Deadline 1</li> </ul>	<p>N/A</p>
<p>Any further information requested by the ExA under Rule 17 of The Infrastructure Planning (Examination Procedure) Rules 2010</p>	<p>N/A</p>