

Rampion 2 Wind Farm
Category 7:
Other Documents
Outline Public Rights of Way
Management Plan (tracked changes)
Date: April 2024
Revision B

Document Reference: 7.8
Pursuant to: APFP Regulation 5 (2) (q)
Ecodoc number: 004866602-02



Document revisions

Revision	Date	Status/reason for issue	Author	Checked by	Approved by
A	04/08/2023	Final for DCO Application	WSP	RED	RED
B	25/04/2024	Update to include reference to giving way to public users where safe to do so	WSP	RED	RED

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Executive Summary

The Outline Public Rights of Way Management Plan (PRoWMP) (Document Reference: 7.8) has been prepared to outline the management measures for all Public Rights of Way (PRoW) and Open Access Land (OAL) impacted by the onshore elements of the Proposed Development. This is part of a suite of plans supporting onshore construction works for Rampion 2.

This Outline PRoWMP includes the embedded environmental measures put in place to manage impact to PRoW such as monitoring and maintenance. It also includes the expected measures to be put in place at each PRoW crossing point.

A stage-specific PRoWMP will be submitted on by the appointed Contractor(s) following the grant of the Development Consent Order (DCO) and prior to the relevant stage of construction. This will be produced in accordance with this Outline PRoWMP for approval of the relevant highway authority, prior to the commencement of that stage of works.



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1. Introduction

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) ('the Proposed Development') located adjacent to the existing Rampion Offshore Wind Farm Project ('Rampion 1') in the English Channel off the south coast of England.
- 1.1.2 This **Outline Public Rights of Way Management Plan (PRoWMP)** (Document Reference: 7.8) outlines the management of Public Rights of Way (PRoW) for the Proposed Development. This Outline PRoWMP is submitted alongside the Development Consent Order (DCO) Application. This Outline PRoWMP should be read in conjunction with the description of the onshore elements of the Proposed Development provided in **Chapter 4: The Proposed Development, Volume 2** (Document Reference: 6.2.4).
- 1.1.3 The key onshore elements of the Proposed Development are as follows:
- a single landfall site near Climping, Arun District, connecting offshore and onshore cables using Horizontal Directional Drilling (HDD) installation techniques;
 - buried onshore cables in a single corridor for the maximum route length of up to 38.8km using:
 - ▶ trenching and backfilling installation techniques; and
 - ▶ trenchless and open cut crossings.
 - a new onshore substation, proposed near Cowfold, Horsham District, which will connect to an extension to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables; and
 - extension to and additional infrastructure at the existing National Grid Bolney substation, Mid Sussex District to connect Rampion 2 to the national grid electrical network.
- 1.1.4 This Outline PRoWMP has evolved throughout the DCO pre-application stage as the onshore elements of the Proposed Development have been further defined through the design process and following feedback from stakeholders. Consultation has been undertaken with West Sussex County Council (WSSCC) and South Downs National Park Authority (SDNPA) to develop an agreed management and environmental measures strategy for all Public Rights of Way (PRoW) and Open Access Land (OAL) affected by the onshore elements of the Proposed Development.
- 1.1.5 An Outline PRoWMP is required to address the interactions between PRoW (including National Trails), permissive paths and OAL related to the Construction, Operation, and maintenance phases of the onshore elements of the Proposed

Development. There are no impacts on PRow from offshore elements of the Proposed Development.

- 1.1.6 During the Construction phase of the Proposed Development, construction of the onshore elements of the Proposed Development will be supported with temporary construction compounds (and trenchless crossing compounds), accesses and temporary construction haul roads. During the Construction phase, the onshore elements of the Proposed Development will have a direct, temporary effect on various existing PRow.

Public Rights of Way (PRow)

- 1.1.7 In England and Wales, members of the public have a right to access some land for walking or certain leisure activities. Users can:
- use PRow, for example roads, restricted byways, paths or tracks that run through towns and the countryside including private property; and
 - use a right to roam to access Open Access Land (OAL) including mountains, moors, and common land that is registered.
- 1.1.8 There are four distinct types of PRow:
- footpaths – for walking or running;
 - bridleways – for walking, running, cycling and horse riding;
 - restricted byways – for any transport that does not have a motor; and
 - byways open to all traffic – for any kind of transport, including cars (but these are mainly used by walkers, runners, cyclists, and horse riders).
- 1.1.9 In the countryside, PRow are usually marked with signs or coloured arrows, for example, yellow for footpaths and blue for bridleways. Strategic National Trails are usually marked with route specific signage.
- 1.1.10 The Definitive Map and Statement is the legal record of public rights of way in England and Wales. For the area where Rampion 2 is located these records are collated and presented online by WSCC as the surveying authority. This map indicates where the public may lawfully ride horses or bicycles; or drive horse-drawn carriages or other non-mechanically propelled vehicles. The public have a right to walk on all PRow. The statement includes historic routes and any changes to PRow orders and routes that may have occurred recently (since 1981). The Wildlife and Countryside Act 1981 (WCA Act 1981) summarises the Map as conclusive evidence as to the existence and status of any right of way shown, whilst the Statement is conclusive evidence as to the position and width, and limitations or conditions.
- 1.1.11 PRow are also shown on Ordnance Survey (OS) mapping; however, this mapping may not be updated regularly. Therefore, it is recommended to only refer to the definitive map and statement to confirm the existence of a PRow and its classification.
- 1.1.12 Whilst it is an offence to obstruct a highway including a PRow, the DCO for Rampion 2 will provide powers to temporarily close or divert PRow for the purpose

of the construction of the Proposed Development. This Outline PRowMP sets out the locations of all PRow that could be affected by the Proposed Development and the type of environmental measures that are proposed to mitigate the impacts arising during the construction, and operation and maintenance phases.

Permissive paths

- 1.1.13 A permissive path, permitted path or concessionary path is not a PRow, but a path (which could be for walkers, riders, cyclists, or any combination) whose use is allowed by the landowner, but over which there is no legal right of access.
- 1.1.14 No permissive paths have been identified within the onshore part of the proposed DCO Order Limits as having the potential to be impacted by the Proposed Development. Therefore, no further action is required, and permissive paths are not considered further in this Outline PRowMP.
- 1.1.15 If any permissive paths are identified through further consultation that have the potential to be impacted by the Proposed Development, it is anticipated that management of those permissive paths to accommodate the construction of the onshore works will be agreed with the relevant landowner where applicable.

Open Access Land (OAL)

- 1.1.16 The Countryside and Rights of Way Act 2000 (CROW Act 2000) normally gives a public right of access to land mapped as 'open country' (mountain, moor, heath and down) or registered common land. These areas are known as 'open access land' (OAL).
- 1.1.17 OAL may be publicly or privately owned. Two areas of OAL have been identified within the onshore part of the proposed DCO Order Limits and have the potential to be impacted by the onshore temporary construction works as set out below:
- OAL 1 – East of Chantry Lane on the South Downs; and
 - OAL 2 – Bines Green, West Sussex, located on Horsham Road (B2135).

1.2 Purpose and structure of the Outline PRowMP

- 1.2.1 The purpose of this Outline PRowMP is to establish a methodology as well as a series of measures that would mitigate the effects of the Proposed Development on PRow including the National Trail in the South Downs National Park (SDNP). It sets out an evolving framework that can be further developed by Contractor(s) in the stage specific PRowMP.
- 1.2.2 The **draft DCO** (Document Ref: 3.1) submitted with the DCO Application requires, for each stage of development, a PRowMP for the management of PRow to be submitted and approved by the local highway authority (WSCC) in consultation with the relevant planning authorities, [and to be submitted to and approved by the South Downs National Park Authority \(SDNPA\) in respect of the National Trail in the SDNP where the stage includes any part of it, prior to commencement of that stage.](#)
- 1.2.3 The PRowMP must contain the following information for the relevant stage:

- a programme for the temporary closure and reopening of the PRow specified at Schedule 4 (Public Rights of Way), save for the National Trail in the SDNP, comprising:
 - ▶ a plan for the sequencing of construction of the [connection onshore](#) works;
 - ▶ any alternative routes during the temporary closure, including routes within the working width; and
 - ▶ the re-opening of the public rights of way upon the cessation of that part of the authorised development requiring the temporary closure of those rights of way;
- in respect of the National Trail in the SDNP a diversion and closure scheme which shall include a programme for the temporary closure and re-opening of the National Trail, comprising:
 - ▶ a plan for the sequencing of construction of the [connection onshore](#) works;
 - ▶ any alternative routes during the temporary closure, including routes within the working width; and
 - ▶ the re-opening of the National Trail upon the cessation of that part of the authorised development requiring the temporary closure of the National Trail.

1.2.4 Stage-specific PRowMWP will therefore be developed once Contractor(s) are appointed, and when a detailed programme for the temporary closure and re-opening of the PRow will be confirmed along with information on the staged approach to delivery. The PRowMWP will be stage-specific in accordance with the principles, objectives and guidance provided in this Outline PRowMWP.

1.2.5 The remainder of this Outline PRowMWP is set out as follows:

- **Section 2: Methodology** – describes how the PRow that may be affected have been identified and the Study Area being reviewed;
- **Section 3: Advanced Methodology** – describes the considerations taken into account and the process of providing PRow sequencing and alternative routing where needed;
- **Section 4: Potential effects of the onshore elements of the Proposed Development** – identifies all PRow and OAL areas that are affected by the onshore elements of the Proposed Development and sets out the nature of the interaction;
- **Section 5: Management measures** – details the overarching environmental measures and proposals for affected PRow and OAL;
- **Section 6: Summary and conclusions** – summarises the environmental measures proposed as part of the DCO Application;
- **Section 7: Glossary of terms and abbreviations**;
- **Section 8: References**; and
- **Appendix A: Figures.**

2. Methodology

2.1 Introduction

2.1.1 This Section details how the PRoW which might be affected by the Proposed Development have been identified. This Outline PRoWMP has been prepared with the input of West Sussex County Council (WSCC) and the South Downs National Park Authority (SDNPA), to create a management plan to mitigate and monitor affected PRoW, in the best interest of the community.

2.2 Approach to Identifying Public Rights of Way

2.2.1 A desktop study was carried out to identify the PRoW that would be intersected by the Proposed Development. This was followed by site visits to ascertain current status of PRoW, available signposting, and connections between PRoW. Ordnance Survey and WSCC PRoW maps have been referred to and reviewed online via the WSCC website (West Sussex County Council (WSCC), 2023a).

2.2.2 Consultation has been carried out with WSCC, SDNPA, and relevant stakeholders to discuss the Proposed Development and its potential interactions with PRoW in the Study Area.

2.3 Study Area

2.3.1 The Study Area includes all PRoW and OAL that are affected in any way by the proposed DCO Order Limits set out in **Figure 7.8.1, Appendix A**. PRoW and OAL that are directly crossed by the onshore cable corridor could be also affected by other elements as follows:

- temporary construction access routes from the local highway network;
- temporary construction haul roads along the onshore cable corridor;
- existing farm / private tracks also designated as PRoW which will be used for temporary construction access (Shared Routes);
- temporary construction compounds;
- the landfall;
- the onshore substation at Oakendene;
- the extension of the existing National Grid Bolney substation;
- accesses (temporary and permanent) and associated visibility requirements; and
- other onshore elements of the Proposed Development that are required for design reasons (e.g., trenchless crossing sites, soil storage, cable stringing out, associated temporary trenchless crossing compounds).

- 2.3.2 The Study Area includes lies wholly within the WSCC and SDNPA administrative boundaries.
- 2.3.3 It should be noted that no permanent above ground infrastructure is proposed within the identified OAL identified in the Outline PRowMP. The onshore substation at Oakendene and existing National Grid Bolney substation extension are some distance from the nearest OAL located on the South Downs (OAL 1) and at Bines Green (OAL 2).
- 2.3.4 PRow which intersect with identified construction traffic routes are also considered.

3. Advanced Methodology

- 3.1.1 PRow which have been identified as impacted by the onshore cable corridor have been defined depending on the permanence of the impacts; and then have been further categorised into those requiring:
- Temporary closure with diversion via new temporary route: Short-term
 - Temporary closure with diversion via new temporary route: Whole-project
 - Temporary closure with diversion via existing route: Short-term
 - Or will ~~Remain-remain~~ ~~Openopen~~.
- 3.1.2 All alternative routing and sequencing are outlined in **Section 5 (Table 5-1)**.
- 3.1.3 Consideration has been given to alternative PRow which could be utilised instead and potential changes to the length of PRow closures. Temporary closures are for a short duration each time (i.e., a few days to a week) and are likely to happen multiple times (3-4) over the construction period.
- 3.1.4 Adjacent PRow which require closure will not be closed simultaneously, allowing for feasible diversion routes where necessary. In instances where bridleways and footpaths are adjacent, bridleways have been chosen over footpaths to remain open to impact as few user groups as possible.
- 3.1.5 Strava heat mapping data (Strava, 2023) has been used to understand the usage of the PRow and help inform whether a temporary diversion or closure is decided. Closures have been proposed on PRow which are less frequently used, whilst diversions have been proposed for PRow which are heavily used to mitigate.

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4. Potential effects of the onshore elements of the Proposed Development

4.1 Introduction

4.1.1 To ascertain the extent of the potential effects of the onshore elements of the Proposed Development on the PRow network and OAL, two key sources of data have been used:

- GIS version of the Definitive Map and Statement provided by WSCC; and
- The MAGIC website (Natural England 2023) geographically sets out the locations of OAL and other information about the natural environment.

4.1.2 This Outline PRowMP presents all effects anticipated as a result of the construction of the onshore elements of the Proposed Development (be that during the Construction phase or where permanent infrastructure is provided) including the following:

- PRow and OAL which are crossed by the onshore cable corridor;
- PRow and OAL which are affected by the construction of any permanent elements of the onshore elements of the Proposed Development (the onshore substation and existing National Grid Bolney substation extension);
- PRow and OAL which are affected by the siting of temporary construction compounds and trenchless crossing sites (and associated temporary compounds);
- PRow and OAL which are affected by the routing of temporary construction access haul roads and access tracks; and
- PRow and OAL which are affected by the provision of temporary construction accesses and related visibility splays.

4.2 The onshore elements of the Proposed Development

Overview

4.2.1 The onshore elements of the Proposed Development will include the construction of an onshore cable corridor from landfall at Climping to a new onshore substation at Oakdene near Cowfold, that will connect to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables.

4.2.2 **Figure 7.8.1, Appendix A** sets out the onshore part of the proposed DCO Order Limits that has defined the effects set out in this Outline PRowMP. The onshore part of the proposed DCO Order Limits includes for all the specific elements

outlined of the onshore elements of the Proposed Development including temporary construction and operational accesses.

- 4.2.3 A full overview of the onshore elements of the Proposed Development are outlined in **Chapter 4: The Proposed Development, Volume 2** (Document Reference: 6.2.4).

Onshore cable corridor

- 4.2.4 The onshore cable corridor will cover an approximate distance of 38.8km and the cable routes will be buried along its entire length. For construction purposes, a nominal working width of up to 40m will be required for much of the onshore cable corridor, with some larger working areas required at key areas while constraints may restrict the working width in other areas.
- 4.2.5 The onshore cable corridor commences at landfall and then crosses under the A259, rail network and River Arun via trenchless crossing before also crossing by trenchless method under the A27 near Crossbush. From here the onshore cable corridor will head northeast across the South Downs to Washington, West Sussex and under the A24 and A283 via a trenchless crossing. The onshore cable corridor continues northeast through a rural area and to new onshore substation at Oakendene. The onshore cable corridor then runs from the new onshore substation at Oakendene to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables. Additional infrastructure at the existing National Grid Bolney substation is required to connect Rampion 2 to the National Grid electrical network.
- 4.2.6 The onshore cable corridor has numerous crossings of PRow, including two key routes, the South Downs Way and the South Downs Way Link. The coastal path through Sussex is not currently part of the England Coast Path National Trail formally. The current status is that the route is open but it is not yet available for public use as there is still work being undertaken to establish the route at the time of writing (July 2023).

Onshore substation

- 4.2.7 The onshore part of the DCO Order Limits comprises the onshore substation in proximity of Bolney, Mid Sussex. The substation is located south of the A272 to the west of Kent Street. The onshore substation footprint is located east of the route of footpath 1786. Footpath 1786 does not run within the proposed built area of the Oakendene substation but does run within the area shown by Works No.17.

Construction Compounds

- 4.2.8 A number of temporary construction compounds (TCCs) will be required in support of the construction of the onshore elements of the Proposed Development. TCCs will store materials and plant as well as form a base for traffic travelling to and from the various construction site locations. The three TCCs are as follows:
- Climbing compound, off Church Lane;

- Washington compound, north of Washington, West Sussex (accessed from A283); and
- Oakendene west compound, west of the Oakendene Industrial Estate (accessed from A272).

4.2.9 There are also two additional construction compounds associated with the new onshore substation at Oakendene and the extension works at the existing National Grid Bolney substation.

Construction phase

4.2.10 The construction phase of the onshore elements of the Proposed Development is proposed to occur within an approximate four-year construction programme. The main onshore cable construction activities (i.e., clearing, access, trenching, laying, backfilling etc.) occurs within a two year period, with reinstatement and pulling in the third year only. During the work undertaken the PRow may be crossed by the following methods:

- open cut trenching where cable is laid in an excavated trench and then resurfaced;
- trenchless crossings (such as Horizontal Directional Drill (HDD)) – no surface impacts are incurred directly above the HDD drilling, although more minor impacts may occur more broadly at surface level as a result of the movements of construction vehicles etc; and
- Access tracks – PRow used as access tracks by construction traffic.

Operation and maintenance phase

4.2.11 Following completion of the Construction phase, no above ground elements will result in permanent changes to the routes of PRow.

4.2.12 During the operation and maintenance phase, there will be occasional temporary impacts to certain PRow which are also farm tracks and access roads, and which will be used by occasional operational and maintenance vehicles to check infrastructure.

Decommissioning phase

4.2.13 The operational lifetime of the Proposed Development is assumed to be around 30 years. A decommissioning plan and programme will be developed prior to construction and updated during operation and maintenance of the Proposed Development to account for any changes to decommissioning best-practice and developments in technology.

4.2.14 The Decommissioning phase is anticipated to involve the removal of offshore infrastructure above the seabed, and the removal and reinstatement of the onshore substation. No PRow are affected by the onshore substation. Therefore, decommissioning phase effects are not assessed in this Outline PRowMP.

4.3 Public Rights of Way affected by construction

4.3.1 The onshore part of the proposed DCO Order Limits (**Figure 7.8.1, Appendix A**) has been reviewed and compared to the Definitive Map and each PRoW falling within the Study Area has been identified. For each identified PRoW, the following information is provided and set out in **Table 4-1**:

- PRoW identification number from the online definitive PRoW Maps;
- type of PRoW;
- the type of impact on the PRoW from onshore elements of the Proposed Development;
- the nature of the PRoW at the location of effect; and
- the duration of impact (temporary or permanent) on the PRoW.

4.3.2 The review identified that there are 60 PRoW located within the onshore part of the DCO Order Limits which may be affected by construction. **Figure 7.8.2, Appendix A** shows out the onshore part of the DCO Order Limits and each PRoW affected as well as the ID number set out in **Table 4-1** for identification purposes. PRoW that cross construction access roads are also included in **Table 4-1**. This table should be read in conjunction with the **Access, Rights of Way and Streets Plan** (Document Reference: 2.5) for which the sheet reference is provided in the table for each PRoW.

Table 4-1 PRow Impacted by the onshore elements of the Proposed Development

PRoW No.	Type of PRow	Type of Impact on PRow	Nature of PRow at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
168	Footpath	Footpath crossed by open cut trenching method. Footpath also routes along construction and operational access A-05 for a short distance east of Church Lane and then through the proposed construction and operational access corridor between Climping compound and the onshore cable corridor.	Footpath runs along farm access and then across a field	Temporary	02
173	Footpath	Footpath crossed by open cut method. Crossed by haul road. The footpath also meets Ferry Road near a proposed temporary Construction access A-02.	Footpath running across a field	Temporary	01
174	Footpath	Depending on the final landfall location this footpath is crossed by either open cut trenching or trenchless crossing.	Footpath running across a field	Temporary	01
206	Footpath	Footpath crossed by trenchless crossing method.	Footpath running alongside the River Arun through fields	N/A	02, 03
829 (England Coast Path)	Footpath	Footpath crossed by trenchless crossing method.	Footpath running along Climping Beach	N/A	1

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
1730	Bridleway	Bridleway crossed by open cut trenching method. The bridleway also follows route of the operational access A-60.	Bridleway follows King's Lane a narrow surfaced road	Temporary	32, 33
1774	Bridleway	Bridleway next to access A-56, affected during construction/upgrade works to the access	Bridleway running along Greentree Lane	Temporary	30
1776_1	Footpath	Footpath crossed by open cut trenching method. The footpath also follows route of the operational access A-58.	Footpath follows a mix of farm tracks and across a field	Temporary	31, 32
1781	Footpath	Footpath crossed by open cut trenching method.	Footpath running across a field	Temporary	31
1782	Footpath	Footpath is crossed by open cut trenching method. The footpath also follows route of the operational access A-60.	Footpath follows an unsurfaced farm track	Temporary	32
1783	Footpath	Footpath crossed by open cut trenching method.	Footpath running across a field	Temporary	32
1786	Footpath	Footpath crosses Oakendene West compound and construction access A-62.	Footpath running across a field	Temporary	33

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
		Section within onshore substation Order Limits unaffected.			
1787	Footpath	Footpath crossed by open cut trenching method.	Field-edge Footpath	Temporary	32, 33
1789	Footpath	Footpath crossed by open cut trenching method.	Footpath running parallel to a field fence	Temporary	33
1841	Footpath	Footpath crossed by open cut trenching method. The footpath also follows route of the construction and operational access A-52.	Field-edge Footpath	Temporary	29
2092	Restricted Byway	Restricted Byway (South Downs Way National Trail) is crossed by open cut trenching method. Restricted Byway is also affected by the construction access track from access A-28 and as part of an access track for Operational access A-29.	National Trail – Stone Track	Temporary	15, 16, 17, 18, 19
2103	Bridleway	Bridleway proposed to be used as part of an access track for construction and operational access A-28	Bridleway running through a field	Temporary	16, 17

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
2107	Bridleway	Bridleway proposed to be used as part of an access track for Construction and operational accesses A-28 and A-29.	Bridleway running along a farm track	Temporary	17
2108	Bridleway	Bridleway proposed to be used as part of an access track for Construction and operational accesses A-28 and A-29.	Bridleway running through fields and woodland.	Temporary	17
2108_1	Bridleway	<p>Bridleway crossed by onshore cable corridor at a location where is proposed under OAL and Local Wildlife Site at Sullington Hill using trenchless crossing.</p> <p>Section of bridleway also proposed to be used as part of onsite haul road access track during the operational phase (A-31).</p>	Bridleway runs along farm track running across a field and then along an existing track	NA	19, 20
2109	Bridleway	Bridleway proposed to be used as part of an access track for Construction and operational accesses A-28 and A-29.	Bridleway running along a farm track	Temporary	17, 18
2163	Bridleway	Bridleway crossed by open cut trenching method and runs alongside access track to Light construction and operational access A-14.	Track along edge of field	Temporary	05
2163_1	Footpath	Footpath crossed by open cut trenching method.	Footpath running across a field.	Temporary	04, 05

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
2165	Footpath	Footpath crossed by open cut trenching method and likely location of HDD exit pit. Also at the proposed location for Operational access A-11, and Construction accesses A-12, and A-13.	Footpath running across a field from a fingerpost at Lyminster Road (A284)	Temporary	04
2173	Bridleway	Bridleway crossed by open cut trenching method.	Bridleway running across a field	Temporary	14
2174_1	Footpath	Footpath crossed by open cut trenching method.	Field-edge footpath	Temporary	08
2175	Bridleway	Bridleway crossed by trenchless crossing method.	Bridleway in woodland.	NA	10, 11
2176	Footpath	Footpath crossed by open cut trenching method. Potential for HDD Compound.	Footpath running across a field	Temporary	07
2180_1	Bridleway	Bridleway crossed by trenchless crossing.	Bridleway running through woodland	NA	10, 11
2188	Bridleway	Bridleway crossed by trenchless method. Haul road crossing required. Operational access A-23.	Field-edge bridleway	Temporary	07
2190	Footpath	Footpath crossed by open cut trenching method.	Field-edge footpath	Temporary	07
2198	Footpath	Footpath crossed by haul road.	Field-edge footpath	Temporary	06

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
2199	Footpath	Footpath crossed by open cut trenching method.	Footpath running across a field	Temporary	06
2200	Footpath	Footpath affected by trenchless crossing entry / exit pit and open cut trenching. Also operational accesses A-17 and A-18.	Footpath running across a field	Temporary	06
2202_1	Footpath	Footpath crossed by open cut trenching method.	Footpath running across a field	Temporary	05
2208	Bridleway	Bridleway crossed by open cut trenching method.	Field-edge bridleway	Temporary	08
2208_1	Bridleway	Bridleway crossed by open cut trenching method. Crossed by operational traffic from construction and operational access A-26.	Field-edge bridleway	Temporary	11
2210	Footpath	Footpath crossed by trenchless crossing method.	Footpath running through woodland	NA	11
2211 (Monarch's Way)	Bridleway	Bridleway crossed by trenchless crossing method. Also track used from temporary construction access A-25.	Bridleway running through woodland	NA	09, 10, 11
2211_1	Footpath	Footpath crossed by trenchless crossing.	Footpath running through woodland	N/A	11
2260_1	Footpath	Footpath crossed by open cut trenching method.	Footpath running through field	Temporary	11, 13

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
2262	Footpath	Footpath crossed by open cut trenching method.	Footpath running through field	Temporary	13
2282	Bridleway	Bridleway crossed by trenchless crossing method at a location where HDD is proposed under OAL and nature area east of Sullington Hill.	Bridleway running parallel to a field fence and across a field	NA	19
2282_1	Bridleway	Bridleway crossed by open cut trenching method.	Bridleway running through field	Temporary	15
2372	Footpath	Footpath crosses a farm access that is also proposed to be used as part of construction and operational access track from Construction accesses A-50, A-50a and Operational access A-50b.	Footpath running across a field	Temporary	28
2374	Footpath	Footpath is crossed by open cut trenching method.	Footpath running across a field and then along a stone track	Temporary	28
2514	Footpath	Footpath is crossed by open cut method. The footpath also routes along access track from operational access A-44.	Footpath along field-edge farm track	Temporary	24, 28
2519	Footpath	Footpath (south crossing) crossed by open cut trenching method. Footpath follows a farm access that is also proposed to be used as part of	Footpath along narrow tarmacked track	Temporary	26, 27

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
		<p>construction and operational access route from construction access A-48, and light construction and operational access A-49.</p> <p>Also crossed second time, footpath (north) crossed by trenchless crossing.</p>			
2520	Footpath	Footpath is crossed by open cut trenching method.	Footpath running across a field	Temporary	27
2588	Footpath	Footway is crossed by trenchless crossing method.	Footpath along field-edge farm track	NA	26
2589_1	Bridleway	<p>Bridleway is crossed by open cut trenching method.</p> <p>Bridleway is also proposed to be used as part of construction and operational access A-46.</p>	Field-edge Footpath	Temporary	25
2594	Bridleway	<p>Bridleway is crossed by open cut trenching method.</p> <p>Bridleway is also proposed to be used as operational access A-45.</p>	Bridleway along narrow tarmacked track	Temporary	25
2665	Bridleway	Bridleway is crossed by open cut trenching method.	Bridleway running along a farm track	Temporary	20, 21

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
		The bridleway also routes along operational access A-31.			
2688	Bridleway	Bridleway crossed by trenchless crossing method under OAL and Local Wildlife Site at Sullington Hill.	Bridleway running across a field	NA	19
2693	Restricted Byway	South Downs Way - Restricted Byway crossed by open crossed trenching method.	Restricted byway running through fields.	Temporary	15, 18,19
2697	Bridleway	Bridleway is crossed by open cut trenching method. The bridleway routes along a track from operational access A-34.	Bridleway follows a narrow tarmacked access track	Temporary	21
2698	Footpath	Footpath crossed by trenchless crossing method under the A24.	Field-edge Footpath.	NA	21, 22
2701	Footpath	Footpath will be affected by the main construction compound at Washington as well as two trenchless crossing points. Footpath is also located at construction and operational access A-39.	Footpath running across a field	Temporary	22
2703	Bridleway	Bridleway is crossed by open cut trenching method.	Bridleway follows a narrow tarmacked track	Temporary	22

PRoW No.	Type of PRoW	Type of Impact on PRoW	Nature of PRoW at location (Layout/ Surface)	Type of Impact (Temporary/ Permanent)	AROW Plan Sheet Reference
		Bridleway is also proposed to be used as part of access route for construction and operational vehicles from access A-40.			
2710	Footpath	Footpath is crossed by open cut trenching method.	Footpath running across field and private farm	Temporary	23, 24
2711	Bridleway	<p>Bridleway is crossed by open cut trenching method.</p> <p>Route runs along track used for Construction access A-43.</p> <p>Another section affected during construction/upgrade works to the access.</p>	Bridleway follows narrow stone tack	Temporary	24
3514	Bridleway	<p>Bridleway (South Downs Link) is crossed by open cut trenching method.</p> <p>The bridleway is also crossed further north by operational access A-51.</p>	Disused rail line surfaced cycle route	Temporary	28
1T/36B	Footpath	Footpath crossed by open cut trenching method.	Footpath running across a field	Temporary	34

- 4.3.3 The review in **Table 4-1** indicates that the construction of the onshore elements of the Proposed Development may affect 62 PRoW including 40 Footpaths, 21 Bridleways, and 1 Restricted Byway.
- 4.3.4 Of the 60 PRoW (64 PRoW including repeated 2092 and 2519) listed in **Table 4-1**, two cross the onshore cable corridor twice and 12 will not be affected due to the trenchless crossings of the River Arun, rail network, A and B roads and other sensitive environments. Consequently, only 50 PRoW will be impacted by the Proposed Development.
- 4.3.5 No PRoW will be permanently affected by the Proposed Development.

4.4 Public Rights of Way affected by operation and maintenance

- 4.4.1 Operational accesses are included in the onshore part of the proposed DCO Order Limits for when occasional operation and maintenance vehicles need to check infrastructure during the operation and maintenance phase. These movements will occur over existing tracks and farm access roads, a number of which are also used as PRoW.
- 4.4.2 During the operation and maintenance phase, these operational accesses will operate as they do currently, and as such these effects are not considered further in the Outline PRoWMP since the Proposed Development does not lead to changes to their use. Similarly, PRoW only affected by operational access elements are not considered further in this assessment.
- 4.4.3 During the operational and maintenance phase, rights to use PRoW for the purposes of checking and inspecting assets will be required.

4.5 Open Access Land affected by the onshore elements of the Proposed Development

- 4.5.1 The onshore part of the proposed DCO Order Limits set out in **Figure 7.8.1, Appendix A** has been reviewed and compared to the locations of OAL taken from latest Ordnance Survey mapping (Ordnance Survey, 2023). Each OAL which overlaps the onshore part of the proposed DCO Order Limits has been identified. For each OAL, **Table 4-2** sets out the following:
- ID number;
 - location of the OAL;
 - the potential impact on the OAL and whether it is permanent or temporary; and
 - nature of the OAL that may be affected.
- 4.5.2 The review identified two areas of OAL that will be affected by onshore elements of the Proposed Development. **Figure 7.8.3, Appendix A** shows out the identified OAL in relation to the onshore part of the proposed DCO Order Limits along with the ID numbers set out in **Table 4-2**.

Table 4-2 OAL affected by the onshore elements of the Proposed Development

ID No.	Location of OAL	Impact on OAL	Nature of OAL that is affected
1	East of Chantry Lane on the South Downs	OAL crossed by trenchless crossing method as part of the construction of the onshore cable corridor.	Open field.
2	Bines Green, West Sussex, located on Horsham Road (B2135)	OAL crossed by access tracks for construction accesses A-48 and A-49. It will be affected temporarily during the construction phase.	B road and open field.

4.5.3 **Table 4-2** indicates that there are differing effects on the two areas of OAL and both areas will need to be considered separately (**Section 5.6**).

5. Management measures

5.1 Introduction

5.1.1 As outlined in **Section 4**, a total 50 PRoW and two areas of OAL will be affected by the onshore elements of the Proposed Development. Therefore, consideration is given in this Outline PRoWMP to how those impacts can be managed and mitigated where possible and appropriate. As set out in **Section 4** the PRoW which are proposed to be crossed by trenchless crossings or which are affected by operational accesses only are not considered further.

5.2 PRoW environmental measures

5.2.1 The information presented in **Table 4-1** sets out several different types of effects that might be experienced by PRoW. The types of environmental measure therefore required will be different depending on the nature of the effects on the PRoW resulting from the Proposed Development.

5.2.2 Based on the assessment in **Table 4-1**, PRoW crossed by the onshore cable corridor will require management during the construction (temporary). These PRoW may also be impacted by the following types of effects, which will also require management:

- PRoW that follow temporary construction access tracks (shared routes);
- PRoW crossing temporary construction access tracks; and
- PRoW that meet the highway network at a temporary construction accesses.

5.2.3 The following section sets out environmental measures for each of the types of temporary effects on PRoW and how these could be managed. This section also sets out a series of overarching environmental measures for PRoW and OAL.

5.3 PRoW environmental measures for temporary effects

PRoW crossed by the onshore cable corridor – open cut trenching

5.3.1 The PRoW crossed by open cut trenching method as part of the construction of the onshore cable corridor may require a temporary closure and diversion during the Construction phase. This will be subject to discussion with the appointed contractor, as it is anticipated that excavation of the onshore cable trench itself will take several weeks with the cabling fed into the ducts remotely at a later date. This process will be discussed through consultation with the local PRoW officers at SDNPA and WSCC and secured at stage-specific PRoWMP.

5.3.2 Management of PRoW crossings of this working area in the onshore cable corridor can be managed in two ways:

- wider PRoW closures and diversions; and

- site-specific managed crossings requiring small scale PRow closures and diversions.

Wider PRow closures and diversions

5.3.3 RED and the contractor will endeavour to minimise PRow closure durations and proposes that short term temporary closures (less than five days at any one time) are implemented for PRow crossings. In locations where an alternative route to a nearby PRow is reasonably available and will be agreed, advanced warning notices will be provided to users identifying diversion routes. An example of this would be PRow 1781 near Bolney where, if this PRow is closed for a short time, an alternative route using PRow 1776_1 is recommended.

Site-specific managed crossings

5.3.4 Where it is not possible to provide a reasonable alternative using any nearby PRow, a permissive diversion within the working area will be created. This will facilitate the sequencing of works whilst minimising disruption to the users of the affected PRow, which will be closed temporarily and re-opened after each stage of construction where practical. Final reinstatement of the PRow within the working area will be to a standard equal to that prior to the construction works. This sequencing avoids the need for a long-term temporary closure and to disrupt PRow users any more than is necessary to safely carry out the onshore cable crossing. For example, the phasing of the works could consist of the following:

- erection of fencing and safety signs and topsoil stripping which would be carried out first and may result in a closure of approximately one day after which the PRow would be re-opened;
- temporary construction haul road establishment, which may not happen immediately after, but may lead to another 1-2 day closure after which the PRow would again be reopened;
- when the construction crew are ready to excavate the trenches, another 1-2 day closure may be required to allow trenching, duct laying and backfilling operations to be completed;
- reinstatement and re-opening of the PRow and erection of fencing and gates into the working area to prevent unauthorised access to the construction site. The fencing and gates would be kept in place for the duration of construction to allow vehicles to move along the haul road, but the PRow would largely be kept open;
- reinstatement of the working area up to the fence line is not expected to lead to a PRow closure;
- delivery of onshore cables and the onshore cable pulling operations are not expected to result in a PRow closure of more than one day;
- final reinstatement of jointing bays and temporary construction haul road (if still in place) may lead to a one day closure of the PRow; and

- removal of fencing would only result in a minor disruption to the PRow and any closure that may be required would be less than one day.

- 5.3.5 The site-specific managed crossings can be provided to allow for the realignment of a PRow to cross the onshore cable corridor working area at an angle so that interactions between the construction works and PRow users can be managed more efficiently. This will require small offline diversions of a PRow and closures of the existing section across the onshore cable corridor construction working area. Where these new right-angle crossings are proposed, there will be a series of gates and stiles with appropriate signage to inform users of the risks that can be expected as they travel through the onshore cable corridor construction working area. On temporary construction haul roads, there will be signage to inform staff vehicles of a PRow crossing.
- 5.3.6 It should be noted that the type and nature of the diversion for the two key PRow on the network, the South Downs Way and The Downs Link, will need careful consideration to ensure any potential diversion is provided as close as possible to the existing alignment of the PRow and will not require long diversions. These are likely to be managed crossings and permanently manned by banksmen during the appropriate construction works. It is the intention to avoid any long-lasting effects on the South Downs Way and The Downs Link. It is likely a temporary construction haul road will be in operation across the South Downs Way and The Downs Link for a longer period than for onshore cable excavation during the construction phase. This may require permanent staffing and active management as well as appropriate signage, the details of which will be provided in the stage specific PRowWMP.

PRow that follow temporary construction access tracks (shared routes)

- 5.3.7 Where PRow currently route along proposed construction accesses these are known as 'shared routes'. Along shared routes, appropriate signage will be erected to alert drivers of construction vehicles of the shared route and potential interface between construction traffic and PRow. Speed limit signage will be provided along the shared routes, such as Restricted Byway 2092, to make sure that all construction vehicles travel under manageable speed (nominally 5mph) to avoid conflict with PRow users at speed.
- 5.3.8 During construction, active management measures may be required such as construction workers patrolling the shared route. The need for active management will be identified within the Construction phase, which will consider delivery timescales and movements of plant and machinery. These measures may also be subject to specific risk assessments prepared by the contractor, when analysing the effects of any construction activities which may bring PRow users into proximity with construction traffic.
- 5.3.9 Where it is safe to do so construction traffic will give-way to PRow users. However, very occasionally PRow users may have to wait for a short period of time whilst the shared route is in use by construction traffic as it may not always be possible or safe for Heavy goods Vehicles (HGVs) to give way (e.g. HGVs turning into a side road or along a narrow track). PRow users may have to wait for a short period of time whilst the shared route is in use by the construction traffic. Users will be advised when works are complete and it is safe to use the route shared by

construction workers. If the length of shared route is significant in length, then a safe standing area may be provided off the track. Depending on the circumstances a sensible approach may be to provide a safe crossing point of any shared route depending on construction traffic flows. However, this is currently considered unlikely given the current design of the onshore elements of the Proposed Development, further details of this will be presented in the stage-specific PRowMP.

PRow crossing temporary construction access tracks

- 5.3.10 All points where PRow cross the temporary construction access tracks will have appropriate warning signage, which will advise of dates and hours of working. Along temporary construction access tracks, appropriate signage will be erected to alert drivers of upcoming locations where there is an interface between construction traffic and PRow.
- 5.3.11 During the construction phase, active management measures may be required for example dedicated construction staff patrolling key crossing points during periods of high construction activity or during the stringing of the onshore cables. The need for active management will be identified during the construction phase which will consider delivery timescales and movements of plant and machinery. These measures will be subject to specific risk assessments prepared by the contractor, when analysing the effects of any construction activities which may bring pedestrians into proximity with construction traffic.
- 5.3.12 PRow users may have to wait for a short period of time whilst the PRow is in use by the construction workers. Users will be advised when works are complete, and it is safe to cross the footpath with construction staff at the crossing point.

PRow that meet the highway network at temporary construction accesses

- 5.3.13 All points where PRow meet the highway network at temporary construction accesses will have appropriate warning signage, which will advise of dates and hours of working. Along temporary construction access roads, appropriate signage will be erected to alert drivers of upcoming PRow interactions.
- 5.3.14 During the Construction phase, active management measures may be required, for example construction staff patrolling the locations where PRow meet the highway at temporary Construction access. The need for active management on temporary construction access points will be identified during the Construction phase which will consider delivery timescales and movements of plant and machinery. The need for active management will be subject to specific risk assessments prepared by the contractor when analysing effects of any construction vehicles which will be captured in the stage-specific PRowMP.
- 5.3.15 Where it is safe to do so construction traffic will give-way to PRow users. However, very occasionally PRow users may have to wait for a short period of time whilst the shared route is in use by construction traffic as it may not always be possible or safe for Heavy goods Vehicles (HGVs) to give way (e.g. HGVs turning into a side road or along a narrow track). PRow users may have to wait for a short period of time whilst the shared access point is in use by the construction workers

~~(for example for the conveyance of a difficult load such as an onshore cable drum or crane).~~ Users will be advised when works are complete, and it is safe to use the shared point by construction staff.

5.4 Overarching PRow environmental measures

Environmental measures

5.4.1 Based on the considerations outlined in **Section 5.3**, relevant embedded environmental measures outlined in **Chapter 23: Transport, Volume 2** (Document Reference: 6.2.23) and **Commitments Register** (Document Reference: 7.22) have been incorporated into the management of the PRow which are impacted:

- C-18 – A crossing schedule has been prepared which includes crossing methodology for each crossing of road, rail, public right of way (PRow) and watercourse.
- C-32 – Signage and/or temporary public rights of way (PRow) / footpath diversions will be provided during construction.
- C-161 – The South Downs Way and the Downs Link Public Rights of Ways (PRow) will be managed in a way that minimises any closures or diversions.
- C-162 – Public Rights of Way (PRow) that cross the onshore cable corridor will be managed or diverted over the shortest distance possible with potential to provide adjacent crossings.
- C-202 – Public Rights of Way Management Plan (PRowMP) has been developed in consultation with West Sussex County Council for stages of the works. These have been developed in accordance with the Outline PRowMP and include the stage specific details for managing the use of PRow during construction.

Inspection and maintenance

5.4.2 In addition to the individual detailed environmental measures that will be required for an affected PRow (**Sections 5.3** and **5.4**), regular inspection of the physical infrastructure will be needed if paths and other infrastructure are to be maintained in a safe and usable condition. Failure to deal with problems quickly can also result in more widespread problems and require more costly repairs.

5.4.3 An inspection and maintenance programme for all areas will be defined prior to commencement in the stage-specific PRowMP. Maintenance will only be focused on damage to existing PRow caused by the ongoing works associated with the construction phase of the onshore elements of the Proposed Development. Maintenance operations will include:

- inspection, repair / re-surfacing of PRow;
- inspection and repair of drains associated with temporary construction access routes;

- maintenance of temporary construction access infrastructure including signage, waymakers, interpretation boards and bridges; and
- clearance of any litter associated with temporary construction works that may blight PRow.

5.4.4 The contractor will undertake to inspect the PRow routes impacted at the following times:

- prior to commencement of the construction phase;
- at least once during the construction phase; and
- following completion of the construction phase.

5.4.5 The advance inspection survey carried out prior to commencement of the construction phase will also include written descriptions and location maps noting where any existing issues with PRow. Where appropriate, the advance inspection survey will be utilised to note opportunities for enhancement of PRow following the completion of the construction phase. For example, there may be improvements that are required to some access tracks as part of the temporary construction access works to get vehicles to construction areas associated with the onshore elements of the Proposed Development. Discussions with landowners will be undertaken to see if they would like the improved services retained rather than the route being restored to its pre-construction state. However, this will need to be discussed with the Local Planning Authority, Local Highway Authority and landowner, as well as be subject to a separate planning process. It is however acknowledged, that the contractor's remit is only to return PRow back to the original standard they were in before commencement of the construction phase. This proposal for condition surveys has been included as an embedded environmental measure (C-163, [Commitments Register](#) (Document Reference: 7.22)).

5.4.6 The pre-commencement condition survey (undertaken in the week before works commence that will affect any specific PRow) will enable a baseline of the condition of the PRow to be made, to ensure that during the construction phase, no obstructions or impediments to using PRow are created and to enable the reinstatement of PRow to their previous condition once the construction phase has been completed. A final inspection of any repair work under the contractor's remit will be undertaken by RED to ensure that work has been completed to the required standard prior to being handed back to the Local Highway Authority.

Signage management

5.4.7 Appropriate signage will be required for all of the PRow environmental measures proposals outlined in **Sections 5.2** and **5.3**.

5.4.8 RED is committed to enabling access to the PRow and OAL during the construction phase where this does not compromise the safety of the general public and construction staff. Where temporary restrictions to wider access rights are required, RED and the contractor will provide accurate and up-to-date information relating to the construction phase activity being carried out, identifying PRow routes which remain open and those which are currently diverted or scheduled for future diversion.

- 5.4.9 Suitable location(s) at towns / settlements can be provided information to display at local information points which will include information about the Proposed Development and the construction phase processes. This will include timings and maps setting out temporary construction activities affecting relevant PRoW.
- 5.4.10 The nearest access points of any affected PRoW will also have signs to keep people informed. [This will include location or details of route closures where appropriate \(such as the distance to the closures\).](#) These will be prominently displayed and clearly indicate the relevant information in a smaller form than the notice boards.
- 5.4.11 RED and the contractor will implement a range of measures so that tourists and visitors are informed of the construction phase works before they reach the relevant areas of the onshore elements of the Proposed Development. The signage described above will be provided and diversion routes waymarked in advance of construction. Signage will also emphasise that the right to wander from any PRoW within the construction areas of the onshore part of the DCO Order Limits is not permitted. At any point where a PRoW is blocked off temporarily for the excavation of the onshore cable trench or other works for the duration of construction, there will be clear 'No Entry' signs. It is anticipated that the following wording (or similar) will be adopted for both the advance warning and 'No Entry' signage. The text below is an example and would be agreed with WSCC and SDNPA as appropriate:
- 'Please be aware that from (start date) until (end date) Rampion Extension Development Limited and their Principal Contractor (insert name when appointed) will be constructing the Rampion 2 Offshore Wind Farm. During this period, the areas shown on the map hatched in blue will be under the control of Rampion Extension Development Limited and will be subject to restriction to public access under Rampion 2 Offshore Wind Farm DCO.*
- The restrictions to Public Access is to keep you and those undertaking the works safe.*
- Please obey all signage.*
- All Public Rights of Way shown in green will remain open. There may be a requirement to temporarily control access, however you will be able to pass on the understanding that your use is restricted to the Public Right of Way only, please do not stray into the wider work area, whilst using these routes.*
- Thank you for your cooperation during this period.*
- For further information please visit – [www.](#) or contact (website and telephone number to be confirmed).'*
- 5.4.12 In addition to the signage, waymarks for any diversion route will be implemented prior to commencement of relevant construction works. Signs will be regularly inspected so that they remain in place and are readable and have not been tampered with or altered.
- 5.4.13 All signage will contain contact details for RED and the contractor. Contact numbers will be provided to enable visitors to report any problems encountered when accessing the site, particularly regarding the condition of PRoW.

- 5.4.14 All signage will be removed once construction is complete and all PRow with temporary effects returned to their former use where agreed.

5.5 Public Rights of Way Sequencing

- 5.5.1 Depending on the works that are proposed at each location, a sequential approach to PRow management measures is proposed. These are set out in the list below, with each PRow falling into each category:

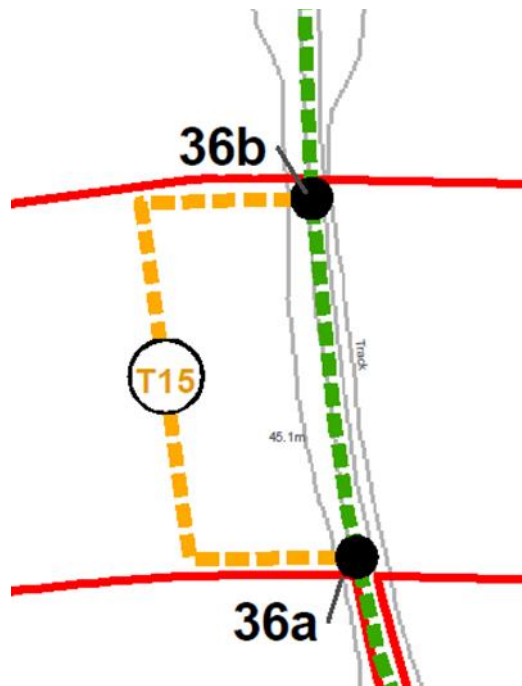
- Remain open – see **paragraph 5.5.4**;
- Temporary closure with diversion via new temporary route: Short-term – see **paragraph 5.5.5**;
- Temporary closure with diversion via new temporary route: Whole-project – see **paragraph 5.5.7**;
- Temporary closure with diversion via existing route: Short-term – see **paragraph 5.5.8**.

- 5.5.2 **Graphic 5-1, Graphic 5-2, Graphic 5-3, and Graphic 5-4** below provide examples of these alterations to PRow.

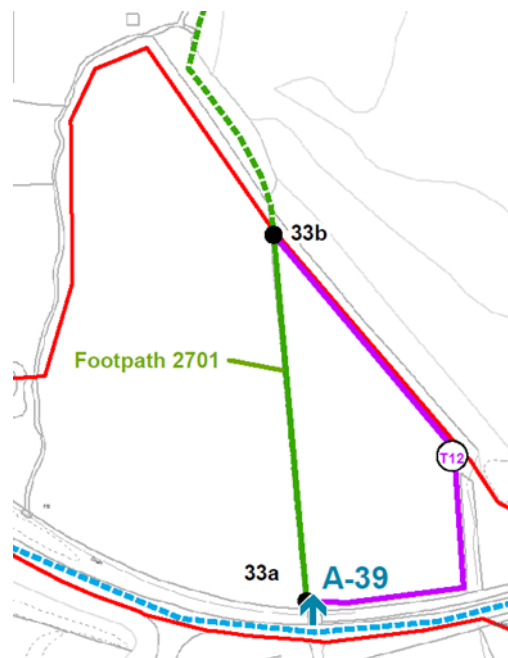
Graphic 5-1 PRow to Remain Open



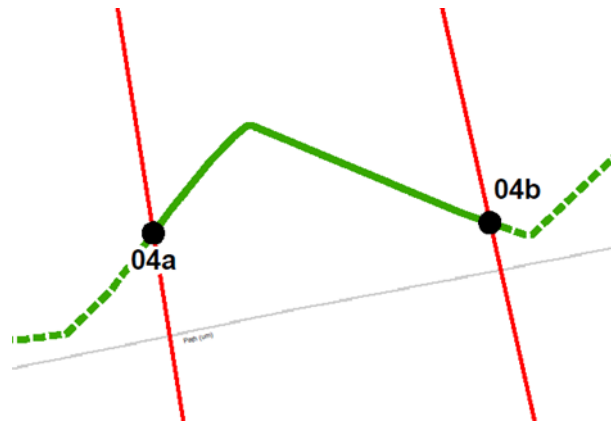
Graphic 5-2 Temporary closure with diversion via new temporary route: Short-term



Graphic 5-3 Temporary closure with diversion via new temporary route: Whole-project



Graphic 5-4 Temporary closure with diversion via existing route: Short-term



5.5.3 **Table 5-1** sets out which measures in the sequence have been deemed suitable for each PRoW crossing location. PRoW sequencing is illustrated in the [Access, Rights of Way and Streets Plan](#) (Document Reference: 2.5).

Table 5-1 PRoW sequencing

PRoW	Proposed Methodology
168 (3a to 3b)	Temporary closure with diversion via existing route: Short-term
168 (4a to 4b)	Temporary closure with diversion via existing route: Short-term
173	Temporary closure with diversion via existing route: Short-term
174	Temporary closure with diversion via existing route: Short-term
206	Remain open
829	Remain open
1730	Temporary closure with diversion via existing route: Short-term
1774	Temporary closure with diversion via existing route: Short-term
1776_1	Temporary closure with diversion via existing route: Short-term
1781	Temporary closure with diversion via existing route: Short-term
1782	Temporary closure with diversion via existing route: Short-term
1783	Temporary closure with diversion via existing route: Short-term
1786	Temporary closure with diversion via new temporary route: Whole project (except where within Works No. 17 at onshore substation)
1787	Temporary closure with diversion via new temporary route: Short-term

PRoW	Proposed Methodology
1789	Temporary closure with diversion via new temporary route: Short-term
1841	Temporary closure with diversion via existing route: Short-term
2092 (23a to 23b)	Temporary closure with diversion via new temporary route: Short-term
2092 (24a to 24b)	Temporary closure with diversion via new temporary route: Short-term
2092 (25a to 25b)	Temporary closure with diversion via existing route: Short-term
2103	Temporary closure with diversion via existing route: Short-term
2107	Temporary closure with diversion via existing route: Short-term
2108	Temporary closure with diversion via existing route: Short-term
2108_1	Remain open
2109	Temporary closure with diversion via existing route: Short-term
2163	Temporary closure with diversion via new temporary route: Short-term
2163_1	Temporary closure with diversion via existing route: Short-term
2165	Temporary closure with diversion via new temporary route: Whole project
2173	Temporary closure with diversion via new temporary route: Short-term
2174_1	Temporary closure with diversion via existing route: Short-term
2175	Remain open
2176	Temporary closure with diversion via existing route: Short-term
2180_1	Remain open
2188	Temporary closure with diversion via new temporary route: Short-term
2190	Temporary closure with diversion via existing route: Short-term
2198	Temporary closure with diversion via existing route: Short-term
2199	Temporary closure with diversion via existing route: Short-term

PRoW	Proposed Methodology
2200	Temporary closure with diversion via new temporary route: Whole project
2202_1	Temporary closure with diversion via existing route: Short-term
2208	Temporary closure with diversion via new temporary route: Short-term
2208_1	Temporary closure with diversion via existing route: Short-term
2210	Remain open
2211	Remain open
2211_1	Remain open
2260_1	Temporary closure with diversion via existing route: Short-term
2262	Temporary closure with diversion via existing route: Short-term
2282	Remain open
2282_1	Temporary closure with diversion via new temporary route: Short-term
2372	Temporary closure with diversion via new temporary route: Short-term
2374	Temporary closure with diversion via new temporary route: Short-term
2514	Temporary closure with diversion via new temporary route: Short-term
2519 (North crossing of cable corridor)	Remain open
2519 (40a to 40b)	Temporary diversion via new temporary route: Short-term
2520	Temporary closure with diversion via existing route: Short-term
2588	Remain open
2589_1	Temporary closure with diversion via new temporary route: Short-term
2594	Temporary closure with diversion via new temporary route: Short-term
2665	Temporary closure with diversion via new temporary route: Short-term

PRoW	Proposed Methodology
2688	Remain open
2693	Temporary closure with diversion via new temporary route: Short-term
2697	Temporary closure with diversion via new temporary route: Short-term
2698	Remain open
2701	Temporary closure with diversion via new temporary route: Whole project
2703	Temporary closure with diversion via new temporary route: Short-term
2710	Temporary closure with diversion via new temporary route: Short-term
2711 (36a to 36b)	Temporary closure with diversion via new temporary route: Short-term
2711 (36c to 36d)	Temporary Closure with diversion via existing route: Short-term
3514	Temporary closure with diversion via new temporary route: Short-term
1T/36B	Temporary closure with diversion via new temporary route: Short-term

PRoW to remain open

5.5.4 As presented in **Table 5-1**, a total of 13 PRoW will remain open. This includes Footpaths 206, 829, 2210, 2211_1, 2282, 2519 (north crossing), 2588, 2688, 2698 and 2108_1 and Bridleways 2175, 2211, and 2180_1, all of which will function as normal during the construction phase.

Temporary closure with diversion via new temporary route: Short-term

5.5.5 There are 21 PRoW which will be temporarily closed and diverted via new temporary routes, including:

- 9 Footpaths: 1787, 1789, 2372, 2374, 2514, 2519, 2710, 2282_1 and 36B_1T;
- 12 Bridleways: 2163, 2173, 2188, 2208, 2594, 2665, 2693, 2697, 2703, 2711, 3514, and 2589_1; and
- 1 Restricted Byway: 2092 (23a to 23b and 24a to 24b).

- 5.5.6 The remaining of these PRow will be temporarily diverted onto defined routes directing users around the affected area. Bridleway 2697 is an access to a residential dwelling, therefore its closure will be managed appropriately to prevent inconveniencing residents.

Temporary closure with diversion via new temporary route: Whole-project

- 5.5.7 Four PRow will be diverted for the duration of the project and will be reinstated following their completion: Footpaths 2165, 1786, 2200 and 2701. PRow 1786 (except the area within Works No.17 at the onshore substation site which will remain open) and 2701 will be diverted as they run within TCC sites, and therefore are unsafe to access by PRow users during all works. PRow 2165 and 2200 will be diverted due to presence of the haul road and nearby safe alternatives. By diverting these PRow during all works this will manage safety due to limiting the number of haul road crossings. These PRow will be diverted onto defined routes directing users around the affected area.

Temporary closures with diversion via existing route: Short-term

- 5.5.8 The remaining 27 PRow will be temporarily closed including:
- 18 Footpaths: 168, 173, 174, 1776_1, 1781, 1782, 1783, 1841, 2176, 2190, 2198, 2199, 2262, 2520, 2163_1, 2174_1, 2202_1, and 2260_1;
 - 7 Bridleways: 1730, 2103, 2107, 2108, 2109, 2711 and 2208_1; and
 - 1 Restricted Byway: 2092 (between 25a to 25b).
- 5.5.9 These PRow will undergo multiple closures for a few days at a time while work is being undertaken at the crossing locations. While closed, most PRow will be diverted via an existing alternative route, which is shown in the [Access, Rights of Way and Streets Plan](#) (Document Reference: 2.5) and listed below;
- Footpath 168 (3a to 3b) via 206, 3109, Ferry Road, A259, and Church Lane;
 - Footpath 168 (4a to 4b) via 206, 3109, Ferry Road, A259, and Church Lane;
 - Footpath 173 via Footpath 174 and then onto Ferry Road;
 - Footpath 174 to use Footpath 173, Footpath 197 and Footpath 829;
 - Bridleway 1730 to use defined route approximately 100 metres around the affected area;
 - Bridleway 1774 to use A281, Partridge Green Road and Bridleway 2800
 - Footpaths 1776_1 and 1781 to be used interchangeably as diversions when needed;
 - Footpaths 1782 and 1783 to be used interchangeably as diversions when needed;
 - Footpath 1841 to use footpath 2802 and B2116;

- Restricted Byway 2092 (25a to 25b), pedestrians, cyclists and equestrians to use Restricted Byway 2092 (South Downs Way), Bridleway 2173 and Bridleway 2091; other user types to use Restricted Byway 2693, the A24 and Long Furlong.
- Bridleway 2103 to use Bridleway 2106, 2107 and Restricted Byway 2092;
- Bridleway 2107 to use Bridleway 2106, 2103 and Restricted Byway 2092;
- Bridleway 2108 to use Bridleway 2106, 2109 and Restricted Byway 2092;
- Bridleway 2109 to use Bridleway 2106, 2109 and Restricted Byway 2092;
- Footpath 2176 to use Footpath 2198 and A27;
- Footpath 2190 to use Bridleway 2188;
- Footpath 2198 to use Footpath 2199;
- Footpath 2199 to use Footpath 2198 and A27;
- Bridleway 2208_1 to use Bridleway 2264, Bridleway 2091, Restricted Byway 2092, Bridleway 2282/1, Bridleway 2173, Bridleway 2209 and Bridleway 2260.
- Footpath 2262 to use Footpath 2260_1;
- Footpath 2519 to use defined route approximately 100 metres around the affected area;
- Footpath 2520 to use Footpath 2519;
- Bridleway 2711 to use Spithandle Lane then Water Lane then Steyning Road (A283).
- Footpath 2163_1 to use Lyminster Road (A284);
- Footpath 2174_1 to use Footpath 2208 and 2118_1;
- Footpath 2202_1 to use Lyminster Road (A284) and then Bridleway 2163; and
- Footpath 2260_1 to use Footpath 2262.

5.5.10 Footpath 2519 and Restricted Byway 2092 cross the onshore cable corridor in two places. In these instances, the two cable crossings of the PRow are sequenced differently.

5.6 Areas of Open Access Land environmental measures

5.6.1 As outlined in **Sections 1.1** and **4.5**, there are two areas of OAL that are also affected by the onshore elements of the Proposed Development.

5.6.2 OAL 1 is East of Chantry Lane on the South Downs where a narrow strip of OAL overlaps the onshore part of the proposed DCO Order Limits and is proposed to be crossed by the onshore cable corridor via trenchless crossing method.

5.6.3 OAL 2 is an area of OAL that is located in Bines Green, West Sussex, on Horsham Road (B2135). This area of OAL will not be crossed by the cable corridor but runs alongside the access track for accesses A-48 and A-49.

- 5.6.4 If any temporary construction works are proposed to be undertaken within an area of OAL during the construction phase, banksmen will be on site to assist users of the OAL to move around the temporary construction areas. If identified during detailed design that alignment of a temporary construction haul road crosses OAL it will not be fenced off and the right to roam across will be retained but on entrances to the land appropriate signage will be installed. Where open cable trenches are required across OAL, these will be fenced off and diversions for users proposed.
- 5.6.5 The only PRoW in an area of OAL which is proposed to be temporarily diverted as a result of the Proposed Development is Restricted Byway 2693, located in OAL 1 East of Chantry Lane on the South Downs.

6. Summary and conclusions

- 6.1.1 This Outline PRoWMP has been prepared to accompany the assessment of transport effects provided in **Chapter 23: Transport, Volume 2** (Document Reference: 6.2.23) and submitted alongside the DCO Application.
- 6.1.2 The Outline PRoWMP has set out each PRoW and area of OAL that is anticipated to be impacted by the onshore construction works within the onshore part of the proposed DCO Order Limits. This includes details on the PRoW, number, type of effect and whether an effect will be temporary or permanent.
- 6.1.3 This Outline PRoWMP is being submitted alongside the DCO Application which has been updated as the onshore elements of the Proposed Development have been further defined through the design process and following feedback from stakeholders. Further consultation has been undertaken with WSCC and SDNPA to develop an agreed management and environmental measures strategy for all PRoW and OAL affected by the onshore elements of the Proposed Development.
- 6.1.4 A PRoWMP will be submitted prior to commencement of the stage of works. It is proposed to manage and provide environmental measures for each PRoW and area of OAL that is affected by the onshore elements of the Proposed Development and a series of environmental measures have been set out which can be applied to different types of PRoW and areas of OAL affected.
- 6.1.5 The site-specific managed crossings can be provided to allow for the realignment of a PRoW to cross the onshore cable corridor working area at a right angle so that interactions between the construction works and PRoW users can be managed more efficiently. This will require small offline diversions of a PRoW and closures of the existing section across the onshore cable corridor construction working area. Where these new right-angle crossings are proposed, there will be a series of gates and stiles with appropriate signage to inform users of the risks that can be expected as they travel through the onshore cable corridor construction working area. On temporary construction haul roads, there will be signage to inform staff vehicles of a PRoW crossing.
- 6.1.6 The proposed signage strategies will inform the public of the construction schedule and the implications for each affected PRoW. The active management of crossing points and shared temporary construction accesses will be temporary in nature and will require site specific signage to inform the public and construction vehicle drivers.
- 6.1.7 Prior to the start of the construction phase, all affected PRoW will be subject to an advance inspection survey. These PRoW will also be monitored throughout the construction phase of the onshore elements of the Proposed Development. At the end of the construction phase, all affected PRoW will be inspected and their condition will be returned to the original condition as observed during the advance inspection survey.

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7. Glossary of terms and abbreviations

Table 7-1 Glossary of terms and abbreviations

Term	Definition
COCP	Code of Construction Practice
CROW Act	Countryside and Rights of Way Act 2000
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
EIA	Environmental Impact Assessment
HDD	Horizontal Directional Drill
ID	identification
mph	Miles per hour
N/A	Not applicable
OAL	Open Access Land
OS	Ordnance Survey
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
PRoWMP	Public Rights of Way Management Plan
RED	Rampion Extension Development Limited
SDNPA	South Downs National Park Authority
WSCC	West Sussex County Council

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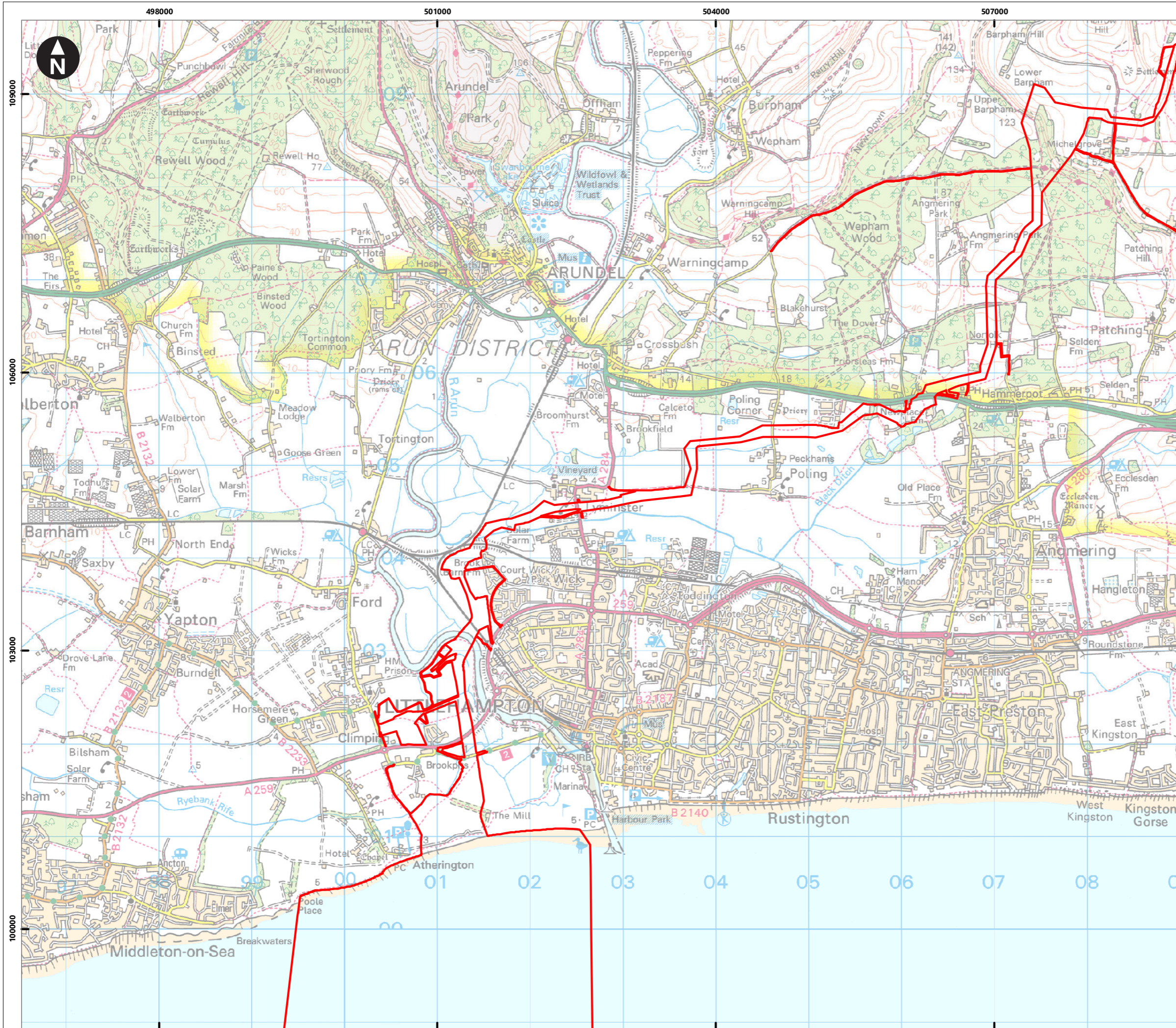
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Appendix A

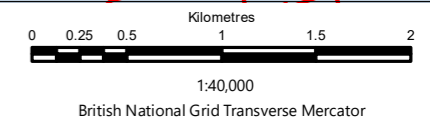
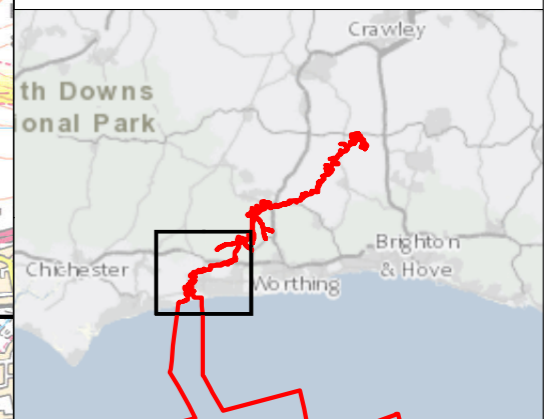
Figures

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Key
 Proposed DCO Order Limits



Rampion Extension Development

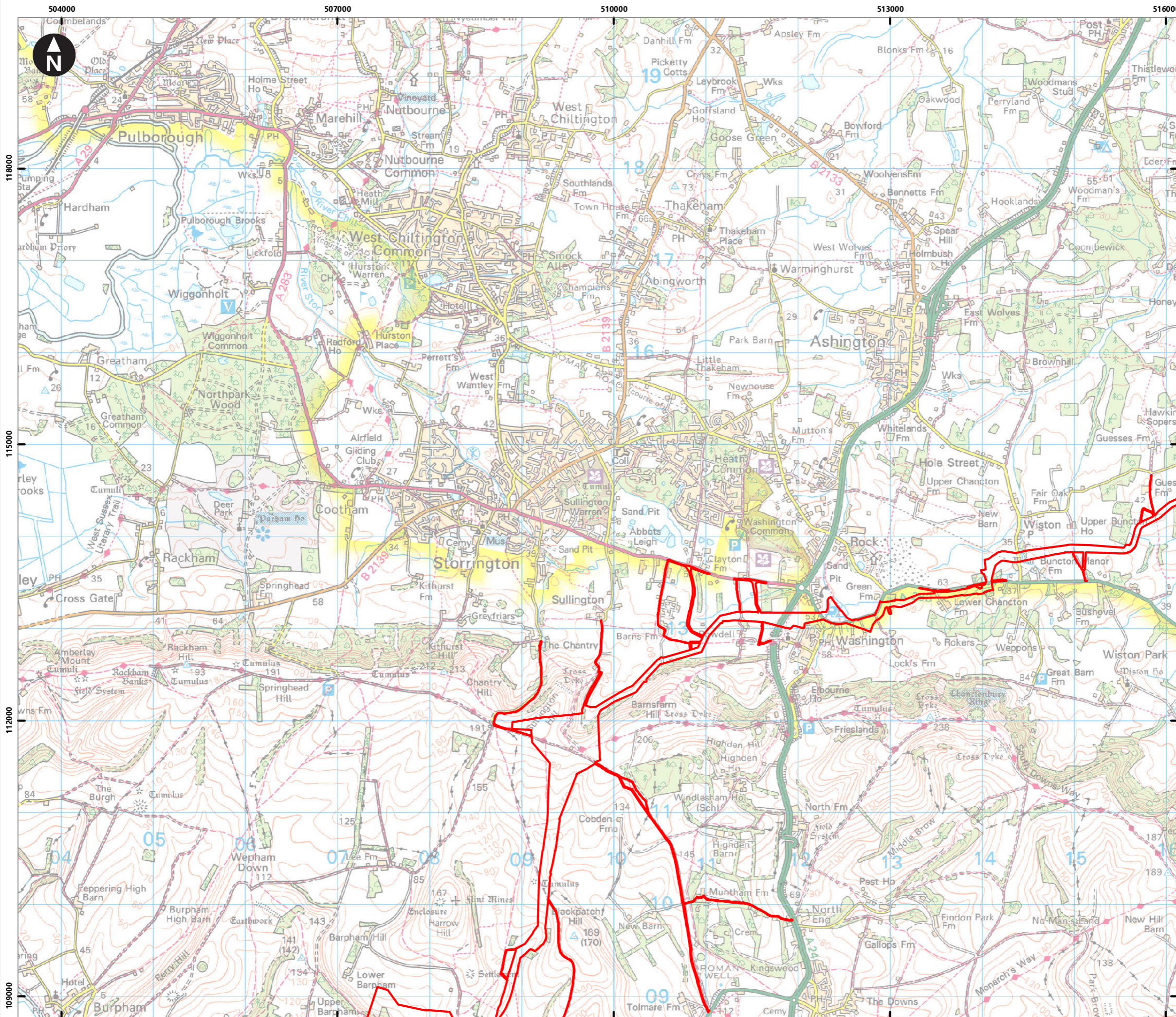

Rampion 2 Offshore Wind Farm
 Figure 7.8.1a Onshore part of the Proposed
 DCO Order Limits

Outline Public Rights of Way Management
 Plan


Environmental Statement

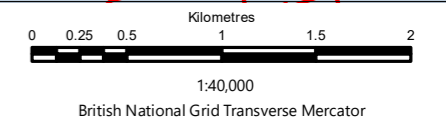
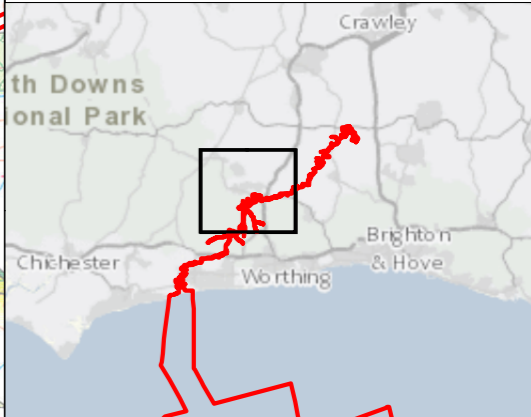
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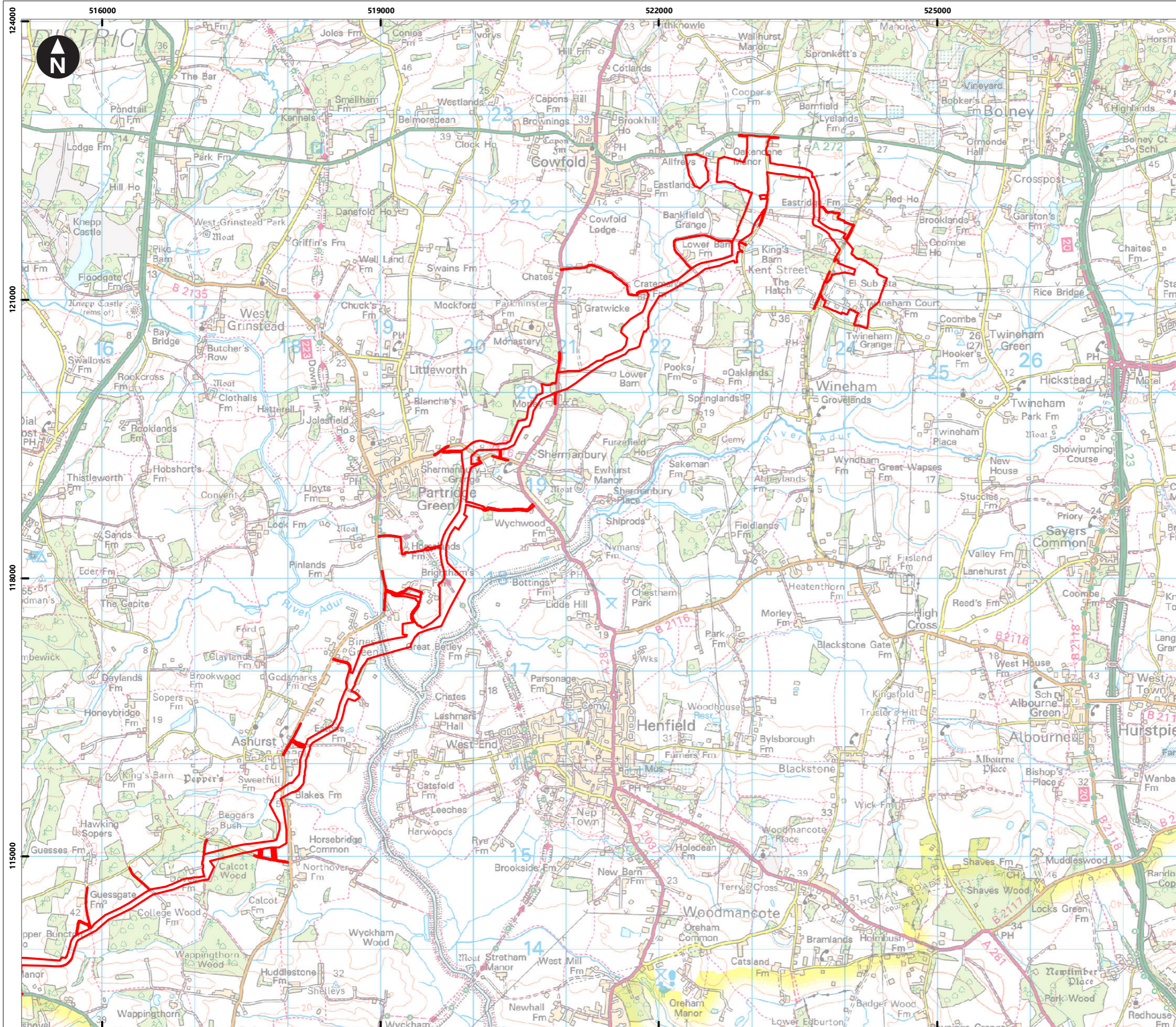


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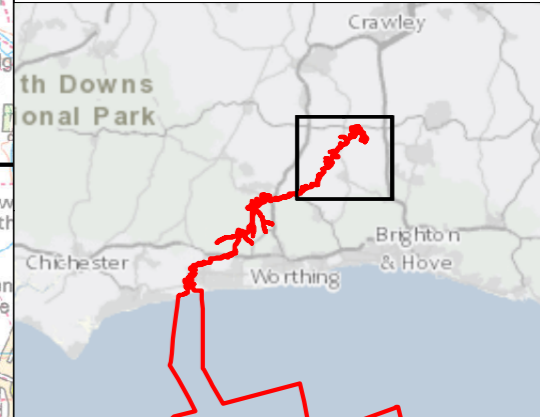


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Figure 7.8.1b Onshore part of the Proposed DCO Order Limits				
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Environmental Statement				
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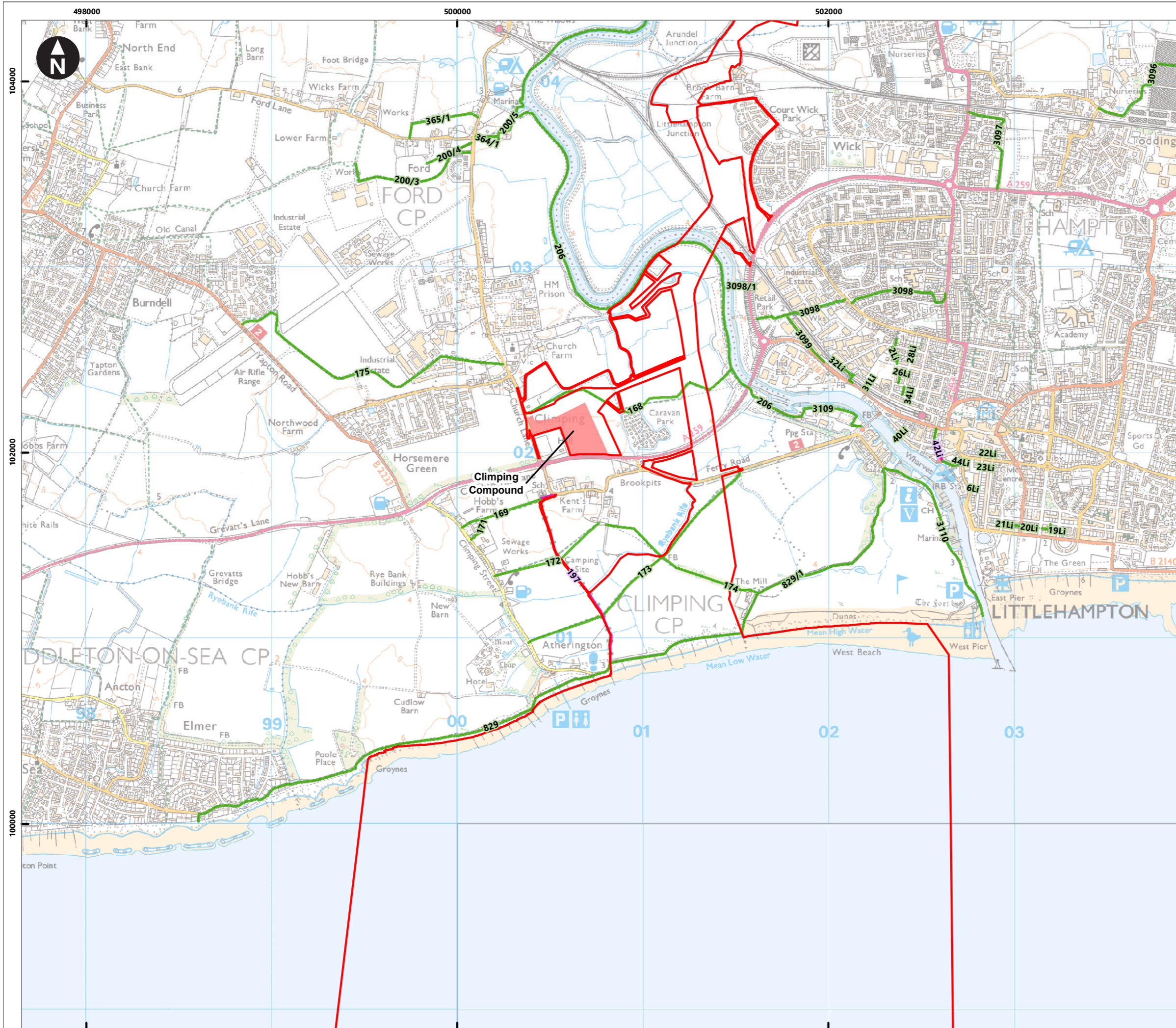
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Rampion Extension Development


Rampion 2 Offshore Wind Farm
 Figure 7.8.1c Onshore part of the Proposed DCO Order Limits
 Outline Public Rights of Way Management Plan
 Environmental Statement

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 Version: 1.0

Company: WSP	Drawn By: SHEPS	Chk/Prvrd: SUTET	Drawn Date: 01/08/2023	Status: Final
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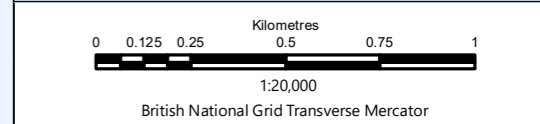
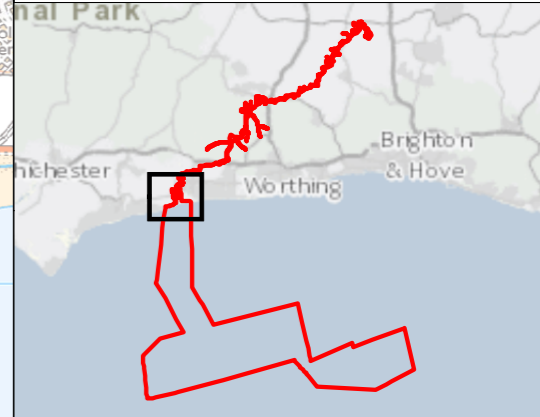
Key

- Proposed DCO Order Limits
- Temporary construction compound

Public Rights of Way

- Byway
- Footpath

AIS = Air Insulated Switchgear
 GIS = Gas Insulated Switchgear

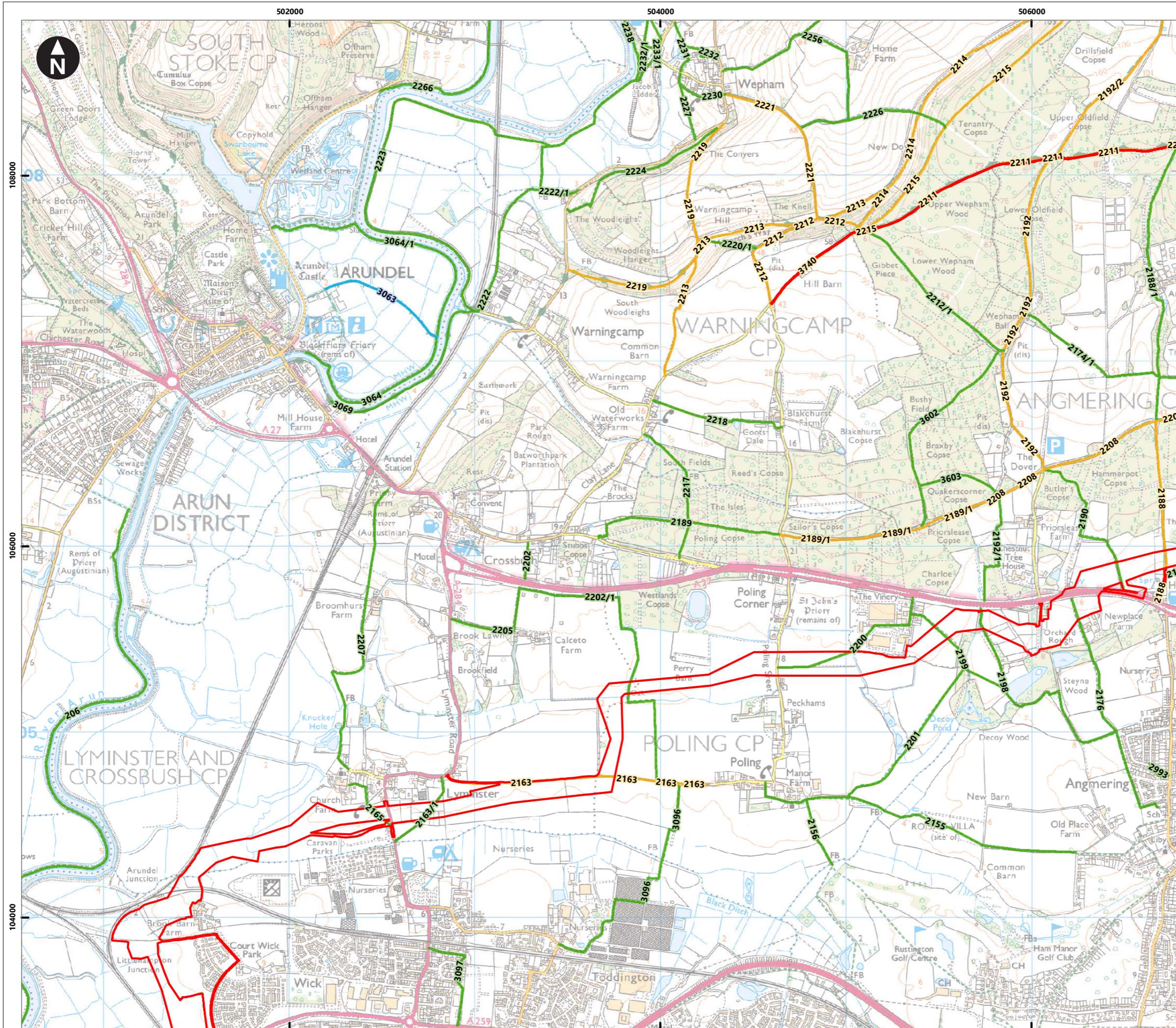


Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.8.2a Public Rights of Way
 Outline Public Rights of Way Management Plan
 Environmental Statement

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 Version: 1.0

Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 01/08/2023	Status: FINAL
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Key

- Proposed DCO Order Limits
- Bridleway
- Footpath
- Restricted Byway

AIS = Air Insulated Switchgear
 GIS = Gas Insulated Switchgear

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Rampion Extension Development

Rampion 2 Offshore Wind Farm

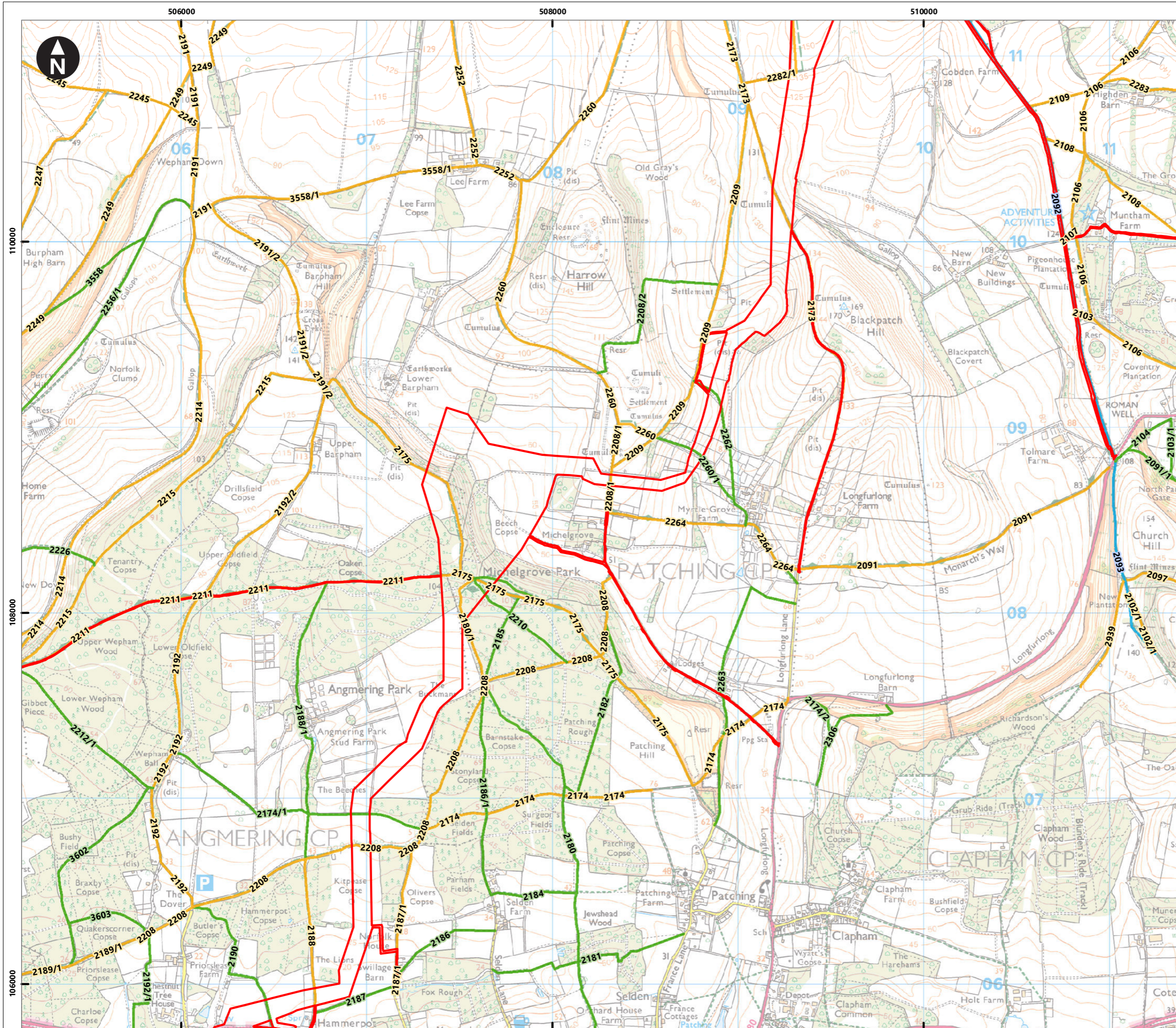
Figure 7.8.2b Public Rights of Way

Outline Public Rights of Way Management Plan

Environmental Statement

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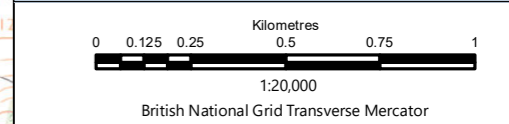
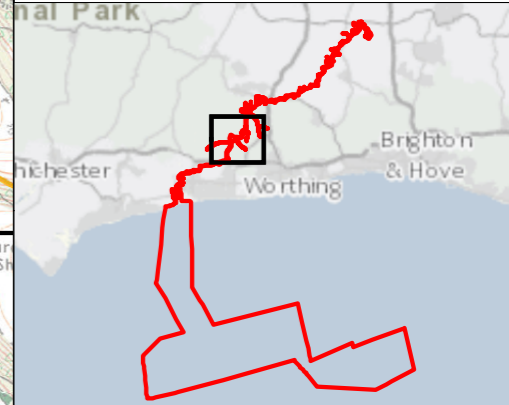


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Key

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- Bridleway
- Footpath
- Restricted Byway

AIS = Air Insulated Switchgear
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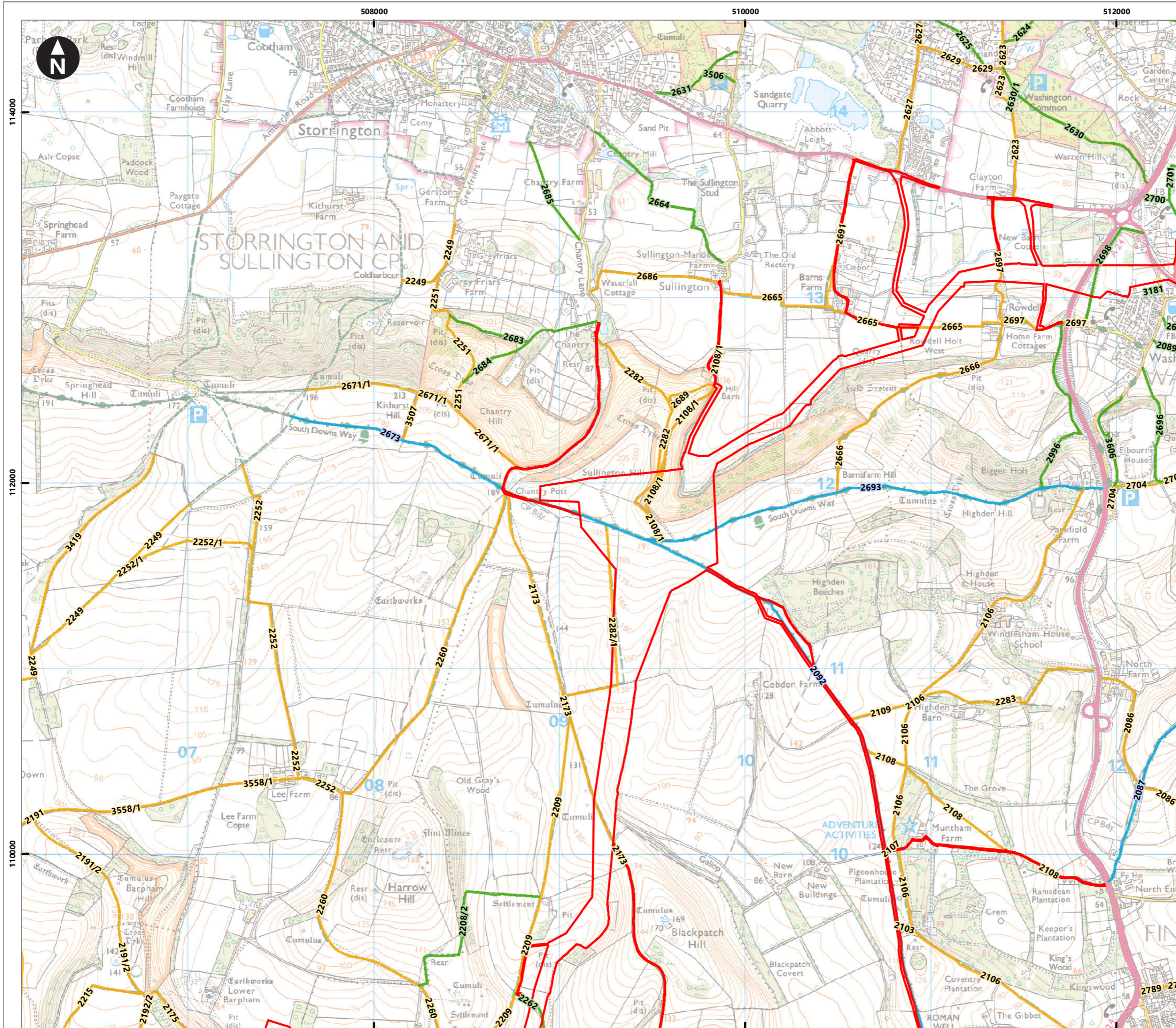


Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.8.2c Public Rights of Way
 Outline Public Rights of Way Management Plan
 Environmental Statement

System Identifier: 42285-WSP-ES-ON-FG-OT-6168
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Key

- Proposed DCO Order Limits
- Temporary construction compound

Public Rights of Way

- Bridleway
- Footpath
- Restricted Byway

AIS = Air Insulated Switchgear
 GIS = Gas Insulated Switchgear

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Rampion Extension Development

Rampion 2 Offshore Wind Farm

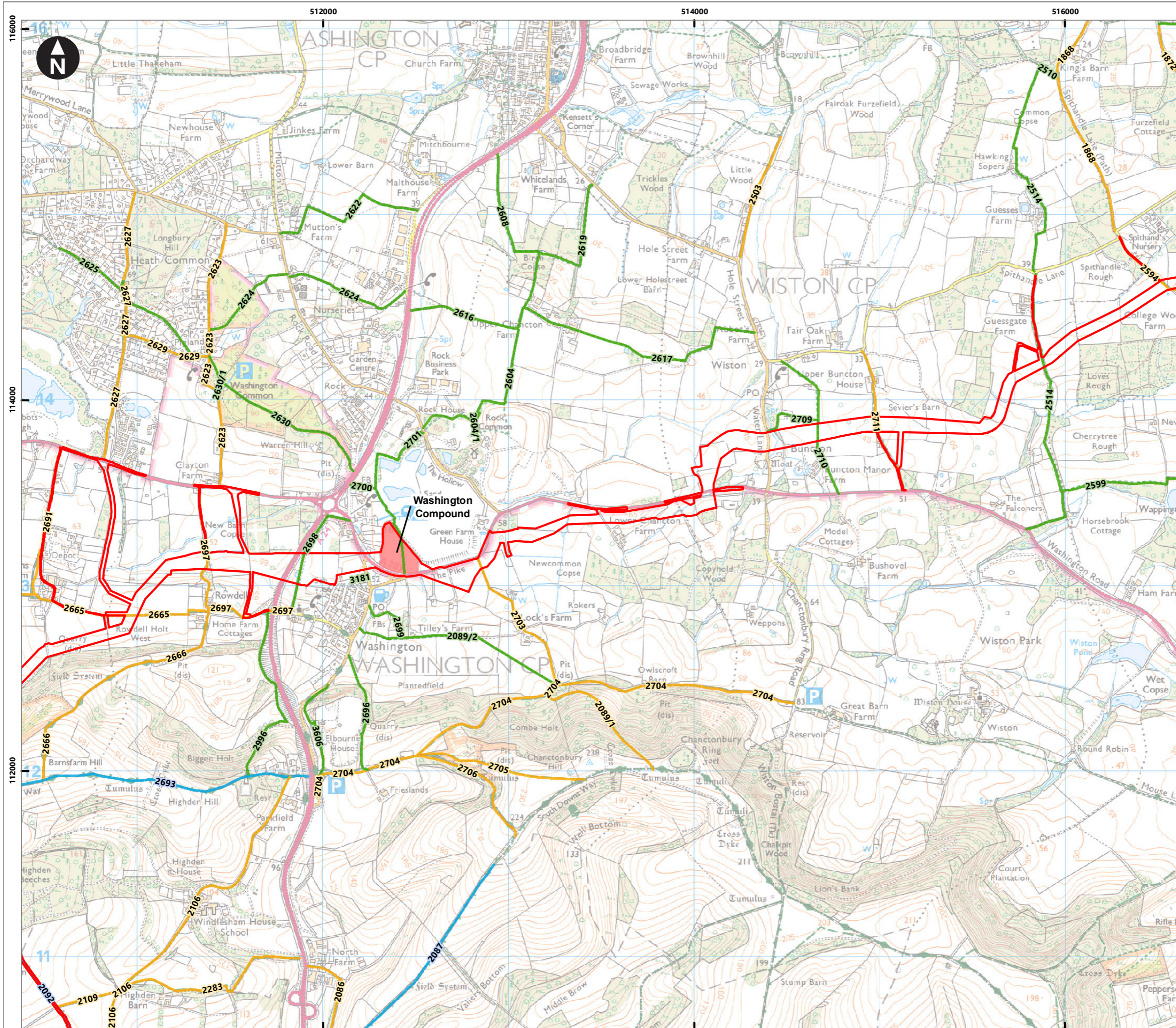
Figure 7.8.2d Public Rights of Way

Outline Public Rights of Way Management Plan

Environmental Statement

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Key

- Proposed DCO Order Limits
- Temporary construction compound

Public Rights of Way

- Bridleway
- Footpath
- Restricted Byway

AIS = Air Insulated Switchgear
 GIS = Gas Insulated Switchgear

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Rampion Extension Development

Rampion 2 Offshore Wind Farm

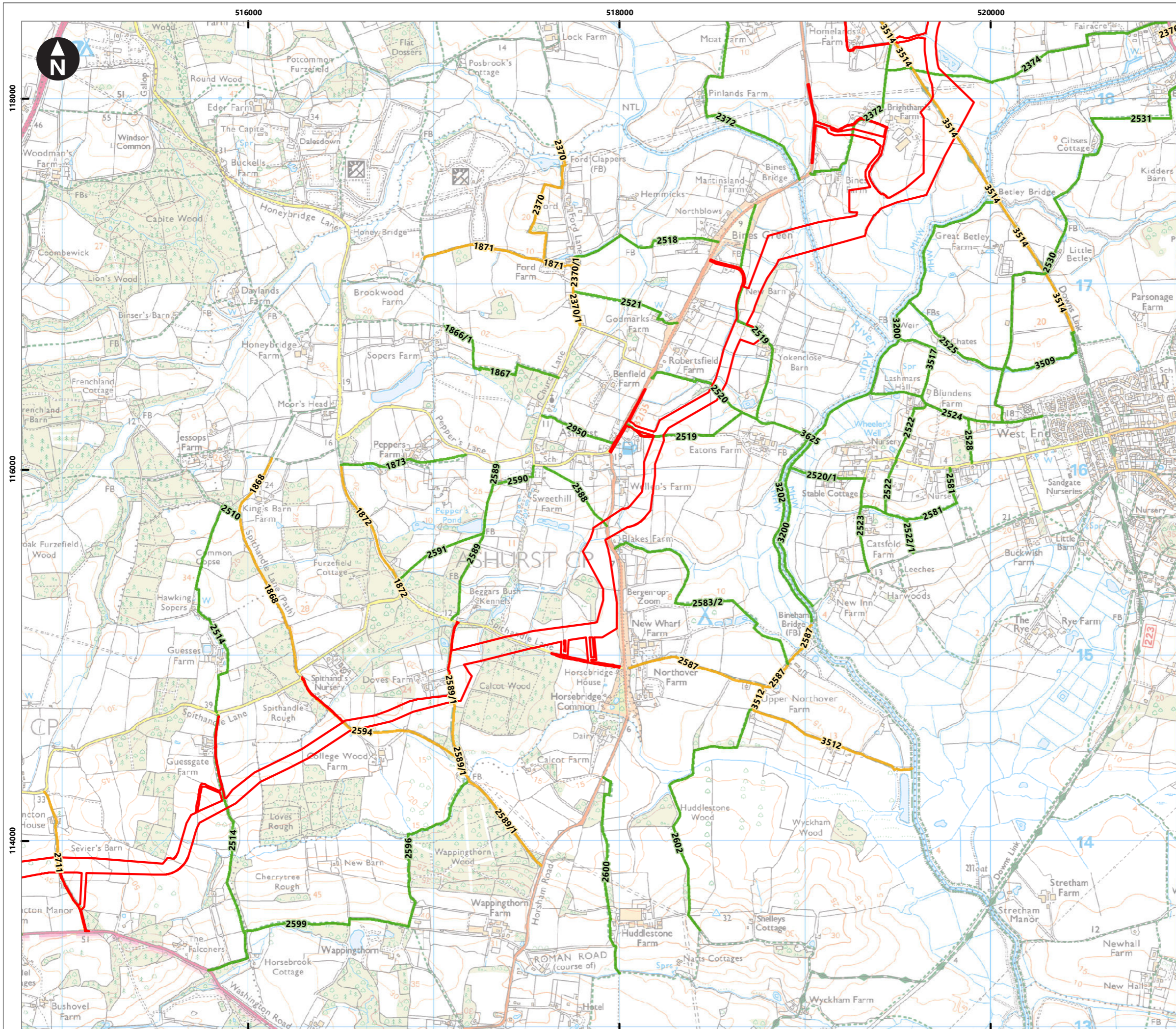
Figure 7.8.2e Public Rights of Way

Outline Public Rights of Way Management Plan

Environmental Statement

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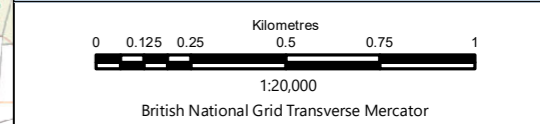
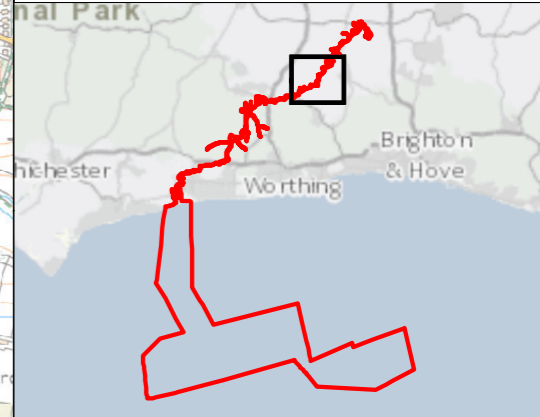


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Key

- Proposed DCO Order Limits
- Bridleway
- Footpath

AIS = Air Insulated Switchgear
 GIS = Gas Insulated Switchgear

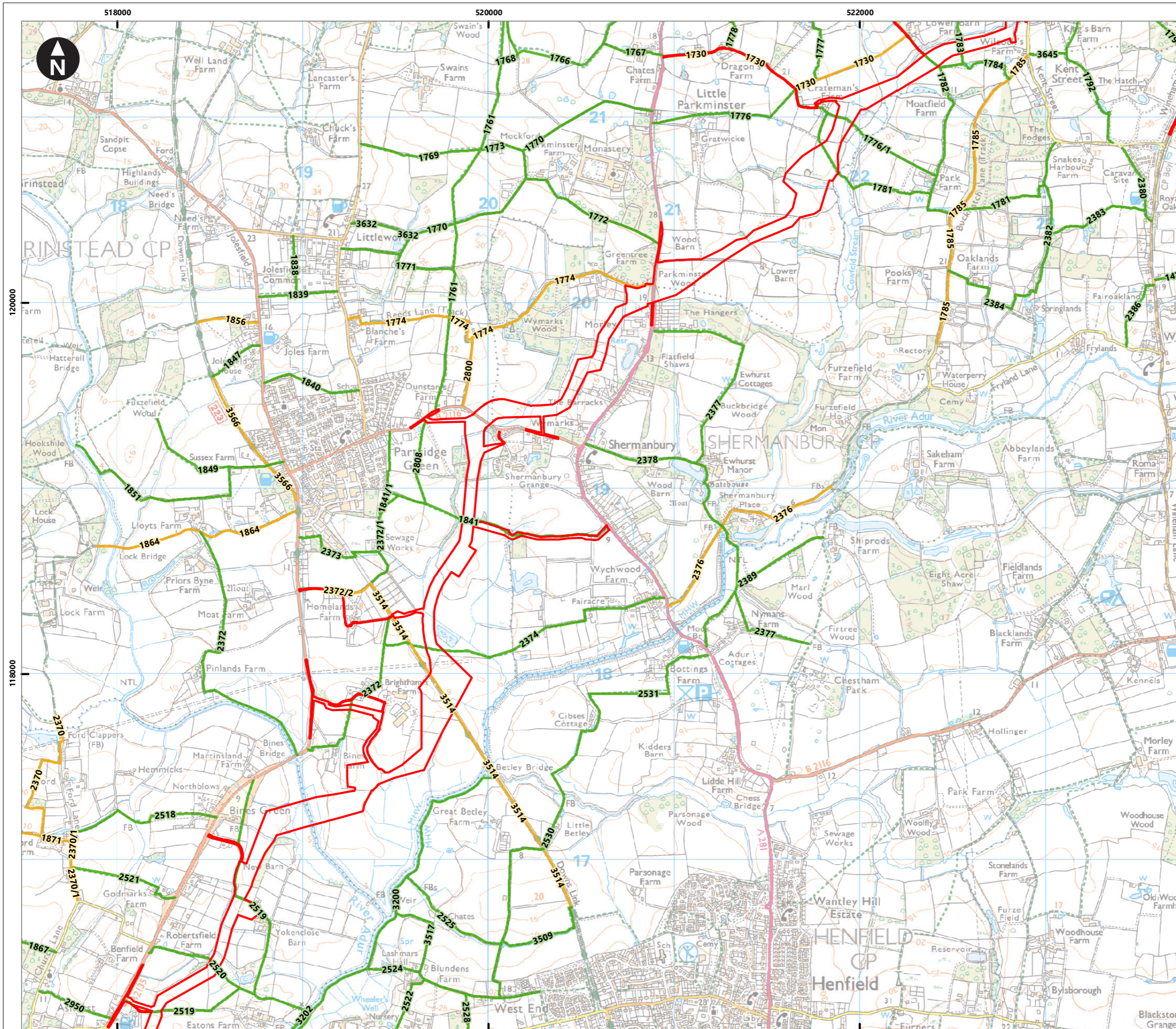


Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.8.2f Public Rights of Way
 Outline Public Rights of Way Management Plan
 Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-6168
 Version: 1.0

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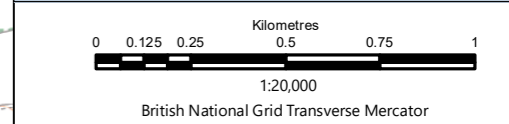
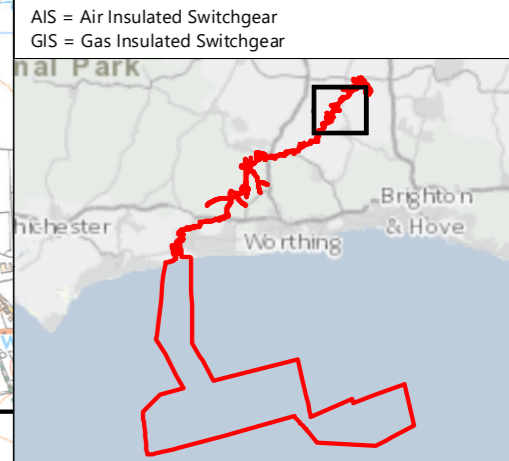
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Key

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Public Rights of Way

- Bridleway
- Footpath

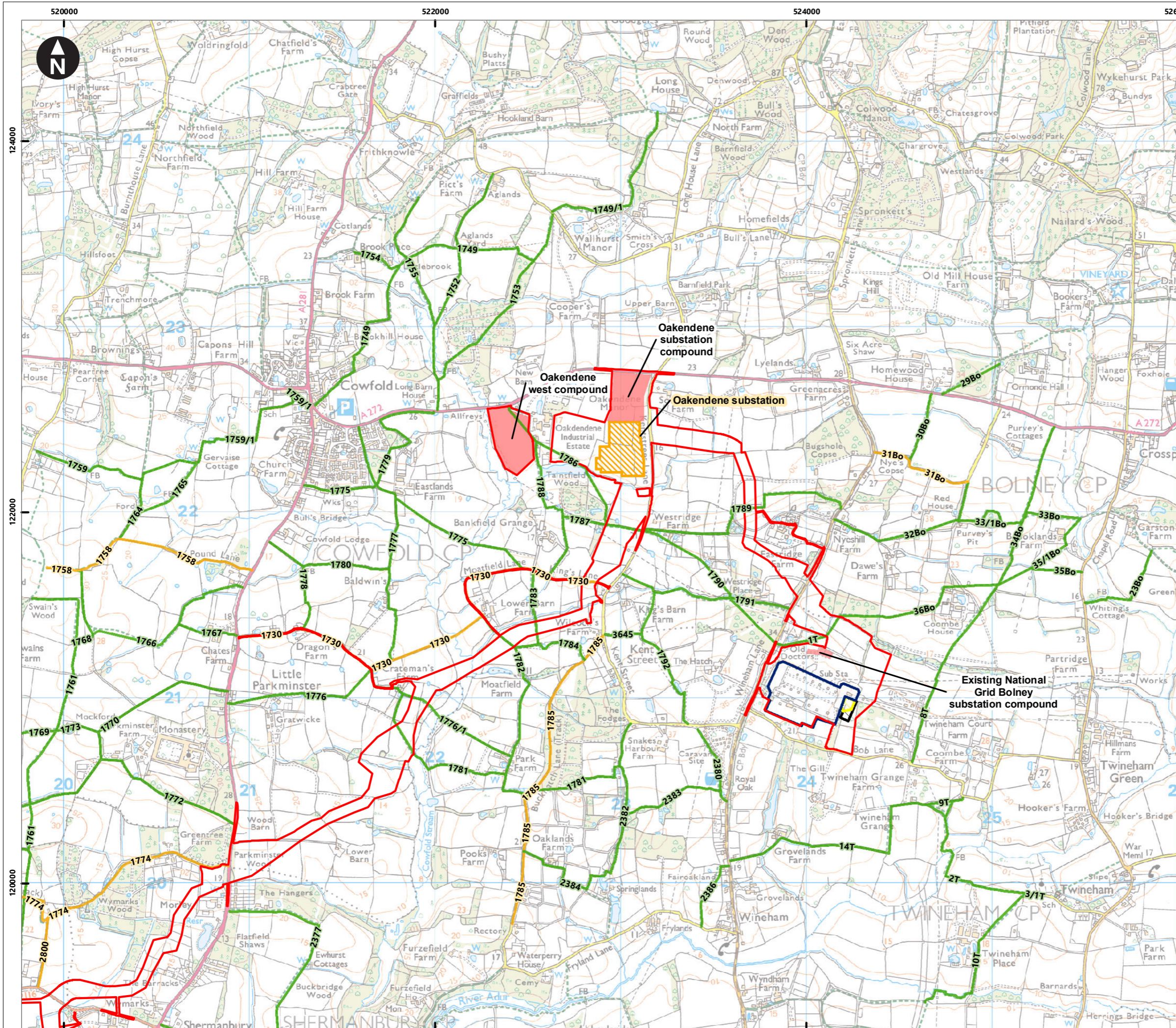


Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure 7.8.2g Public Rights of Way
 Outline Public Rights of Way Management Plan
 Environmental Statement

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Key

- Proposed DCO Order Limits
- Onshore substation site
- Existing National Grid Substation
- Bolney Substation extension (AIS)
- Bolney Substation extension (GIS)
- Temporary construction compound

Public Rights of Way

- Bridleway
- Footpath

AIS = Air Insulated Switchgear
 GIS = Gas Insulated Switchgear

0 0.125 0.25 0.5 0.75 1
 Kilometres
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 British National Grid Transverse Mercator

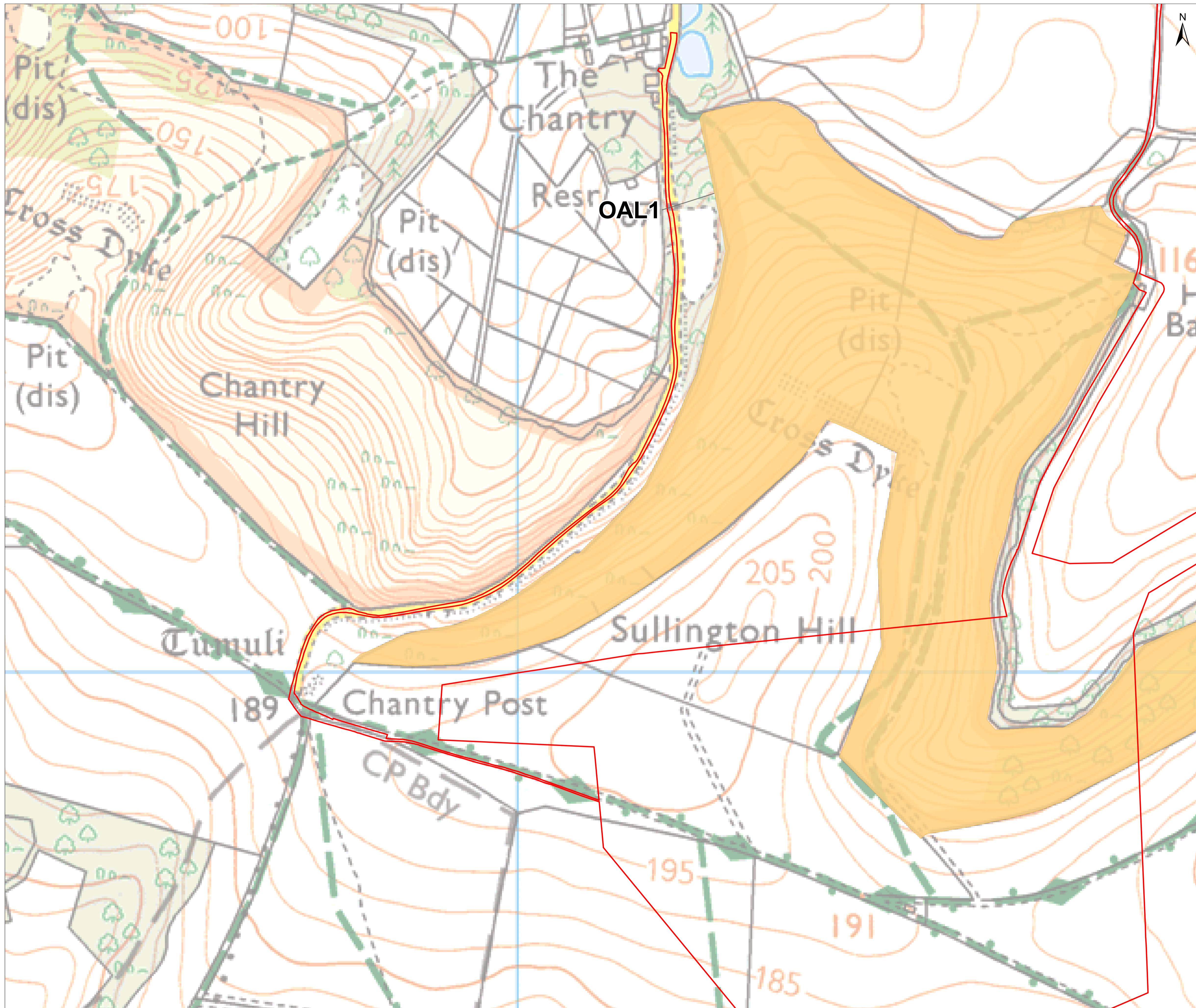
Rampion Extension Development

Rampion 2 Offshore Wind Farm

Figure 7.8.2h Public Rights of Way
 Outline Public Rights of Way Management Plan
 Environmental Statement

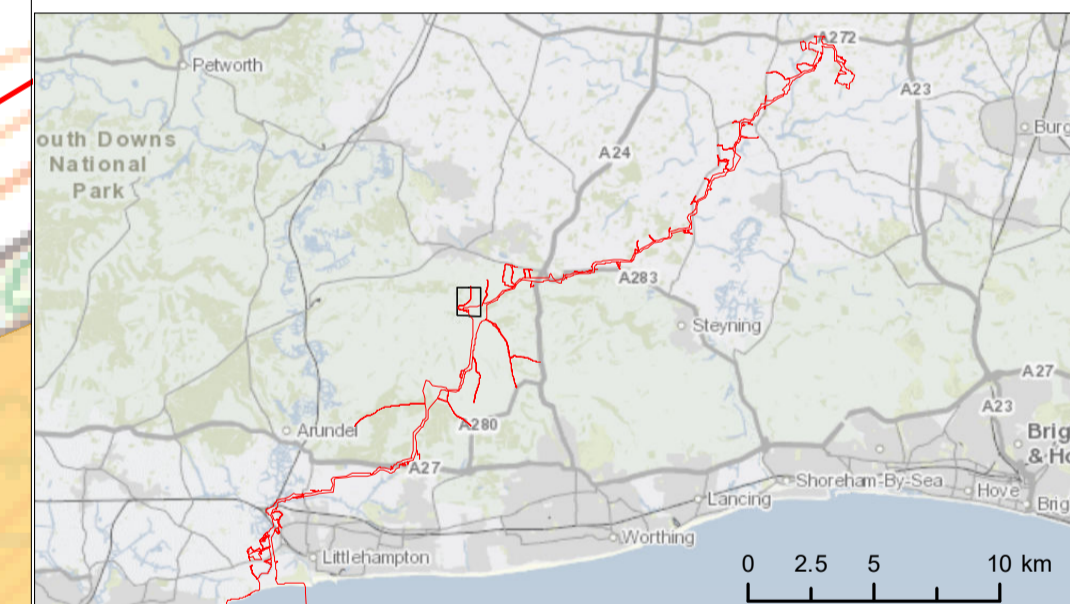
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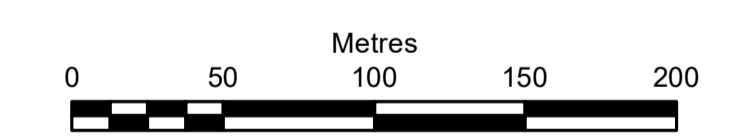
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- Key**
- Proposed DCO Order Limits
 - Open Access Land (OAL)



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.

Scale is 1:2500 when printed at A1 (native page size)



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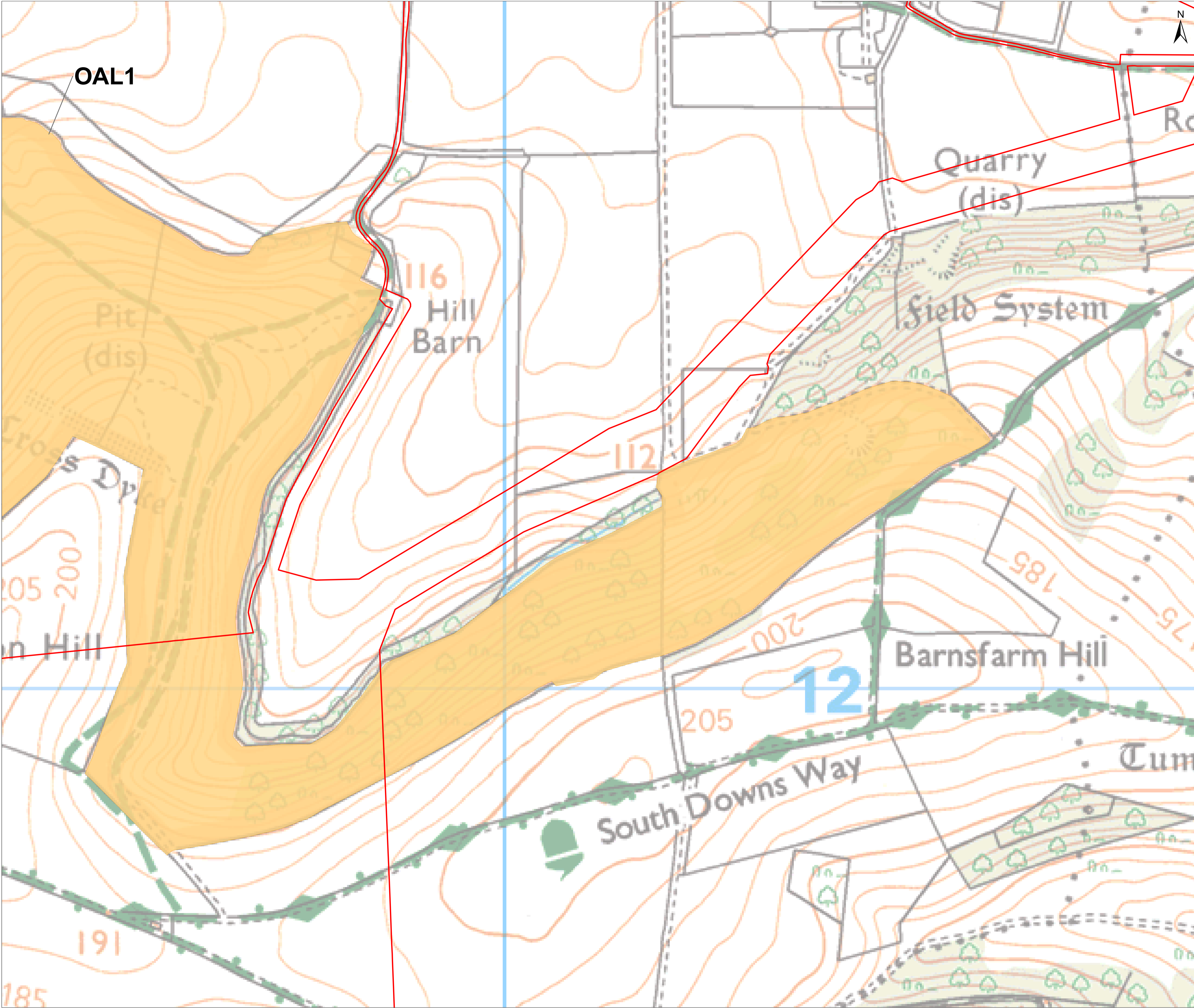


Rampion 2 Offshore Wind Farm
 Figure 7.8.3a Open Access Land
 Outline Public Rights of Way Management Plan

Environmental Statement

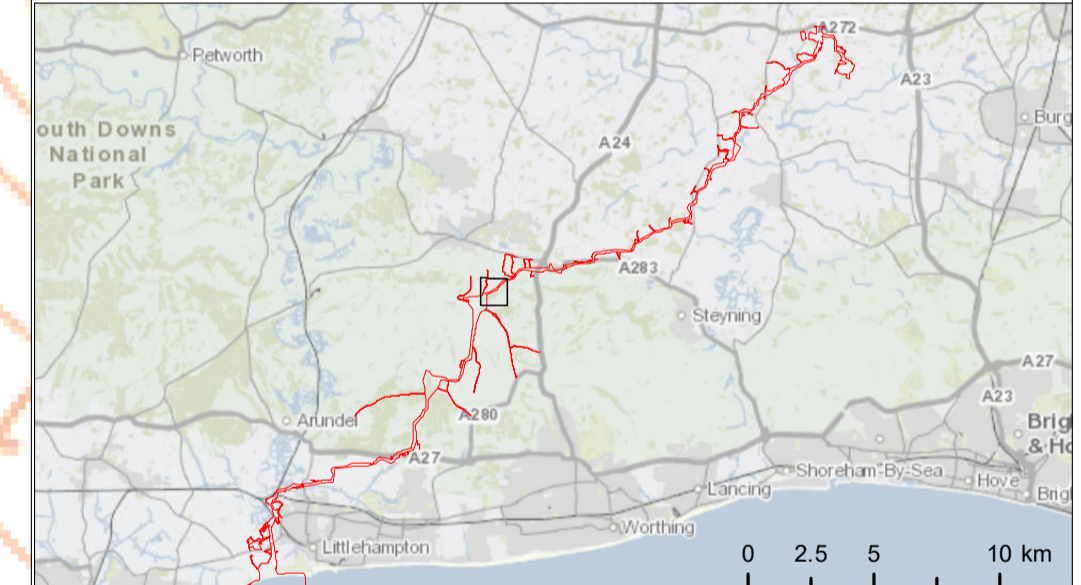
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Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 04/08/2023	Status: FINAL
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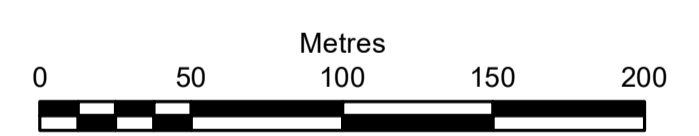


Key

- Proposed DCO Order Limits
- Open Access Land (OAL)



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.
Scale is 1:2500 when printed at A1 (native page size)



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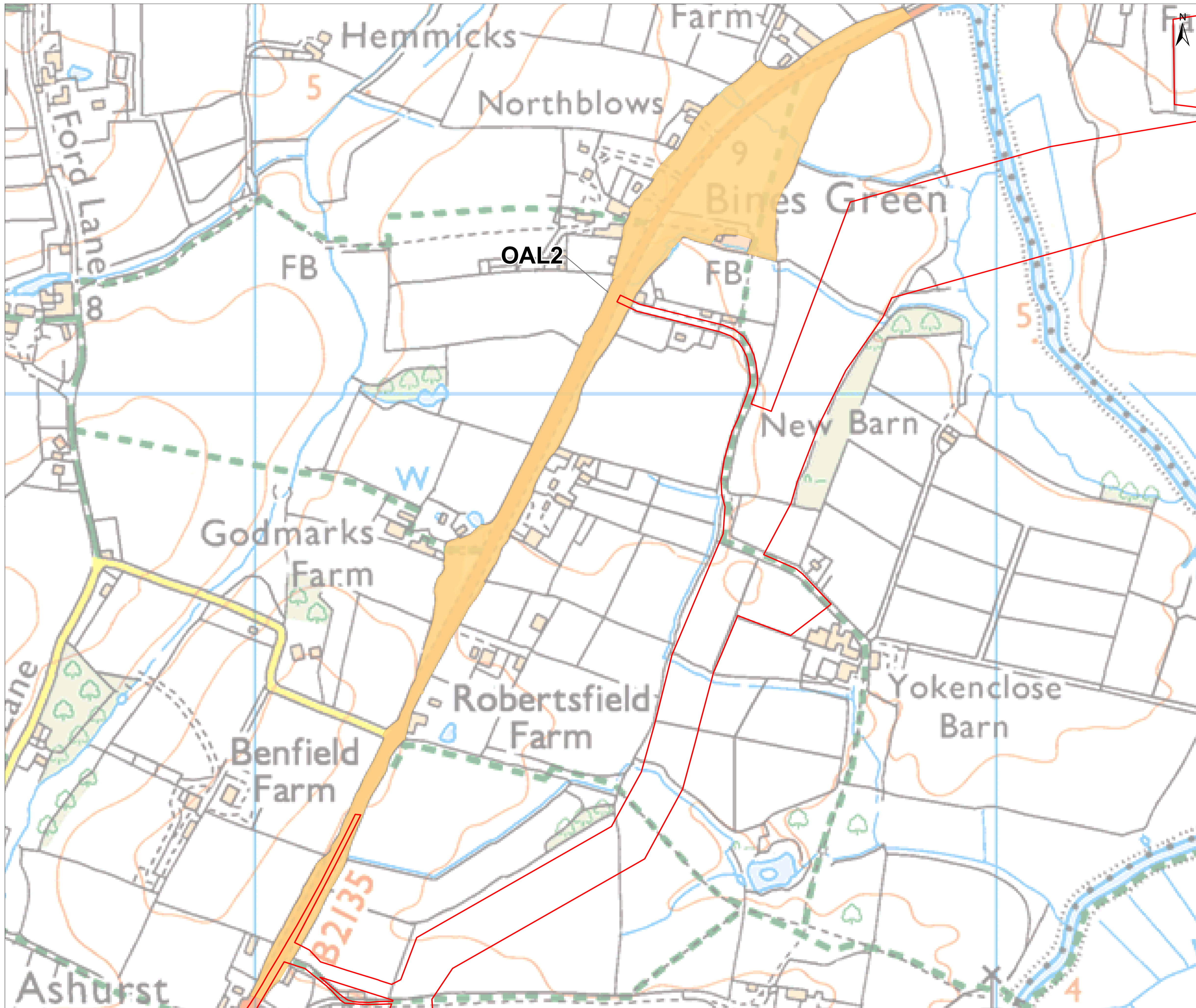
Rampion Extension Development Limited



Rampion 2 Offshore Wind Farm
Figure 7.8.3b Open Access Land
Outline Public Rights of Way Management Plan

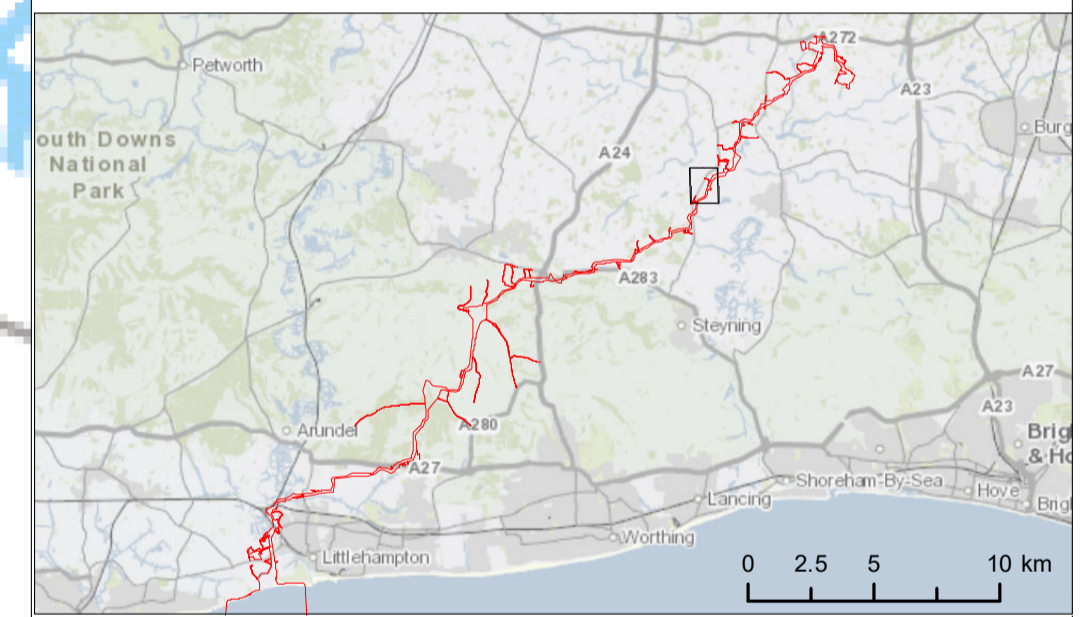
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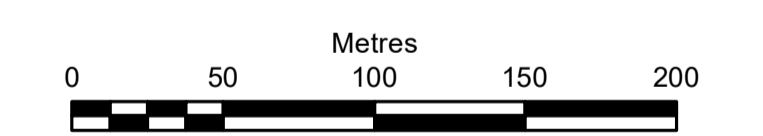
Key

- Proposed DCO Order Limits
- Open Access Land (OAL)



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.

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Rampion 2 Offshore Wind Farm

Figure 7.8.3c Open Access Land

Outline Public Rights of Way Management Plan

Environmental Statement

System Identifier: 42285-WSPE-ES-ON-FG-OT-7307	Version: 1.0
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Company: WSP	Drawn By: SHEPS	Chk/Aprvd: SUTET	Drawn Date: 04/08/2023	Status: FINAL
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