

Rampion 2 Wind Farm

Category 8: Examination Documents

Technical Note: Construction Access Update Assessment Summary

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Contents

1.	Introduction	2
1.2	Construction access review summary	2
1.3	Environmental assessment update	3
1.4	Updated total lengths of hedgerow, tree line and woodland loss	14
1.5	Summary	15
1.6	Next steps	16

Tables

Table 1-1	Construction access update and environmental assessment commentary	4
Table 1-2	Updated totals for hedgerow, tree and woodland loss	14

1. Introduction

- 1.1.1 Rampion Extension Development Limited (hereafter referred to as 'RED') (the 'Applicant') is developing the Rampion 2 Offshore Wind Farm Project ('Rampion 2') located adjacent to the existing Rampion Offshore Wind Farm Project ('Rampion 1') in the English Channel.
- 1.1.2 Rampion 2 will be located between 13km and 26km from the Sussex Coast in the English Channel and the offshore array area will occupy an area of approximately 160km². A detailed description of the Proposed Development is set out in **Chapter 4: The Proposed Development**, Volume 2 of the Environmental Statement (ES) **[APP-045]**, submitted with the Development Consent Order (DCO) Application
- 1.1.3 This technical note has been prepared following the Issue Specific Hearing Action Point 23 **[EV3-020]** to "Review all bell mouth access points on whether necessary hedgerow removal has been taken into account". The note presents the findings of this review and updates on the vegetation retention and losses following further engineering design updates to construction accesses on the Rampion 2 onshore cable route. In addition, the related Action Points 22 and 24 are also covered in this note.

1.2 Construction access review summary

- 1.2.1 Detailed design for construction accesses will be undertaken after DCO award and is subject to approval by the highway authority (in consultation with the South Downs National Park Authority as appropriate) in accordance with requirements 15 and 16 of the **Draft Development Consent Order [REP-002]**.
- 1.2.2 At the request of National Highways and West Sussex County Council, a preliminary design is being drawn up for a Stage 1 Road Safety Audit for accesses A-05, A-21 and A-22, A-39, A-62 and A-63. These Road Safety Audits will be presented to the relevant highways authority for review before the end of the examination. At the request of the Examining Authority during the first Issue Specific Hearings **[EV3-020]**, a review of all accesses has been undertaken to check whether necessary hedgerow removal has been taken into account.
- 1.2.3 The Applicant has considered the swept path of the vehicles likely to use each access, and also applied visibility splays appropriate to the road category and speed. This opportunity has been taken to test micro-siting of access locations, traffic management approaches and speed limits in order to minimise effects on the environment, while maintaining an efficient construction programme. In all cases, the safety of pedestrians, road users and construction workers is the highest concern. The Applicant has considered environmental inputs throughout this process and considers that in each case, the vegetation loss envelope and management practices proposed represent a safe and practicable solution with the least impact on the environment.

- 1.2.4 All accesses will be subject to detailed design in accordance with requirements 15 and 16 of the **Draft Development Consent Order [REP2-002]**, to be delivered within the environmental envelope assessed.

1.3 Environmental assessment update

- 1.3.1 **Table 1-1** presents the updates to environmental assessment when compared to the original DCO submission, based on a bellmouth design appropriate to the construction access location, following consideration of the swept path of the vehicles likely to use each access and visibility splays. The table details the corresponding environmental assessment commentary for relevant aspects including any changes in significance for the terrestrial ecology, arboriculture, landscape and visual impact and transport.
- 1.3.2 **Table 1-1** includes construction accesses only where changes resulting in a revision to the environmental assessment have occurred. The table presents updates to the traffic management, where applicable, and describes the change in the access. The vegetation retention loss at each amended access are presented in the table and **Section 1.4** provides the updated total lengths of vegetation loss. These are detailed in the **Outline Code of Construction Practice (OCoCP) [PEPD-033]** Figures 7.2.1 to 7.2.5 as part of the DCO submission in November 2023, and updated following this at the Procedural Deadline A as a result of necessary corrections. The **OCoCP [PEPD-033]** Appendix B Vegetation Retention Plans have been updated for this Deadline 3 to include the changes in vegetation retention presented in this technical note.
- 1.3.3 **Table 1-1** describes 'vegetation management' in various access locations, which can be defined as pruning branches of trees, or reducing the height of a hedgerow to 0.9m to ensure visibility is maintained. This is akin to works typical within the boundary of highways to maintain visibility and prevent encroachment.
- 1.3.4 In a number of locations, it has been identified that management of specific construction traffic movements may be required to support the entry and / or exit of articulated or low loader HGVs through use of banksman. This requirement will be confirmed during the detailed design of construction access junctions as part of stage specific Construction Traffic Management Plans as secured by Requirement 24 of the **Draft Development Consent Order [REP2-002]**.

Table 1-1 Construction access update and environmental assessment commentary

Construction Access Reference	Design proposal	Traffic Management	Original DCO submission temporary Vegetation Retention/Loss Value November 2023 (m)	Updated OCoCP [PEPD-033] temporary Vegetation Retention/Loss Value January 2024 (m)	Description of change - including environmental mitigation inputs	Updated DCO temporary Vegetation Retention/Loss Value April 2024 (m) OCoCP [PEPD-033], updated at deadline 3.	Terrestrial Ecology and Arboriculture Commentary	Landscape and Visual Commentary	Transport Commentary
A-05	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays	Not required	0m Hedgerow loss	0m Hedgerow loss	At DCO application the existing field entrance was assumed to be wide enough to enable access. However, access for low loaders is to be taken from south of this point. Vegetation loss is updated based on new swept path analysis.	20m hedgerow loss	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059] .	HGV routing was assumed to take place to / from the south only within Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006] and Appendix 23.2: Traffic Generation Technical Note, Volume 4 of the Environmental Statement (ES) [REP1-008]. The change in design therefore does not alter the conclusions of the ES.
A-12	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Banksman support may be required for specific movements if Lyminster Bypass is not open (as this would reduce baseline traffic flows)	0m Hedgerow loss	6m Hedgerow loss	At DCO application, the construction access assumed use of existing gate. Due to the caravan park, this gate could not be used for construction. Therefore, the width of haul road at 6m was added. Further engineering review, and subsequent environmental input, the revised Swept Path Analysis allowed the junction width to be	15m Hedgerow loss	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3	HGV routing was assumed to take place to / from the north only within Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006] and Appendix 23.2: Traffic Generation Technical Note, Volume 4 of the Environmental

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					reduced, requiring a loss of 15m of hedgerow and management of hedgerow north and south of this point. Note additional traffic management may be required, such as possible support from a banksmen, due to the reduced junction size.			and 18.4 [APP-059].	Statement (ES) [REP1-008].
A-21	Access design to be confirmed. Junction shared with National Highways on 29 th February 2024 for review, which included environmental mitigation. An environmental assessment will be completed once this design has been confirmed.		0m Hedgerow loss	n/a	n/a	n/a		Assessment as per DCO Submission until National Highways comments received.	
A-22	Access design to be confirmed. Junction shared with National Highways on 29 th February 2024 for review, which included environmental mitigation. An environmental		22m Hedgerow loss	n/a	n/a	n/a		Assessment as per DCO Submission until National Highways comments received.	

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	assessment will be completed once this design has been confirmed.								
A-33	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Banksman may be required for specific movements.	6m hedgerow loss	6m hedgerow loss	Design incorporating Swept path analysis requires additional hedgerow loss, although use of banksmen for some movements reduces this requirement. Visibility splays achieved via vegetation management.	25m hedgerow loss	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059] .	HGV routing was assumed to take place to / from the east only within Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006] and Appendix 23.2: Traffic Generation Technical Note, Volume 4 of the Environmental Statement (ES) [REP1-008] . The change in design therefore does not alter the conclusions of the ES.
A-39	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Temporary speed limit reduction (40mph)	No loss use of existing gate	No loss use of existing gate	Access design and swept path analysis shows requirement of removal of 20m of tree line to gain access to compound. Visibility splays achieved through management of existing vegetation. Access moved approximately 95m to the east to minimise vegetation	20m loss of tree line (entrance to east of initial location)	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18:	There is no impact on construction traffic movements so the change in design does not alter the assessments included in Chapter 32: ES Addendum,

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					losses. Note additional traffic management, such as the temporary speed limit reduction, is to minimise vegetation losses as far as possible by reducing swept path and visibility splay requirements.			Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059].	Volume 2 of the ES [REP1-006].
A-40	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Temporary speed limit reduction (40mph). Banksman may be required to support specific movements.	No loss use of existing bellmouth and track	No loss use of existing bellmouth and track	Swept path analysis suggests vegetation removal necessary for access of largest vehicles. Visibility splays achieved through vegetation management. Note additional traffic management, such as possible support from a banksman and temporary speed limit reduction, is to minimise vegetation losses as far as possible by reducing swept path and visibility splay requirements.	12m loss of hedgerow with trees	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063].	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059].	There is no impact on construction traffic movements so the change in design does not alter the assessments included in Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006].
A-41	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Temporary speed limit reduction (40mph). Banksman may be required to support specific movements.	No loss use of existing bellmouth and track	No loss use of existing bellmouth and track	Swept path analysis suggests vegetation removal necessary for access of largest vehicles. Visibility splays achieved through vegetation management. Note additional traffic management, such as possible support from a banksman and	10m loss of hedgerow with trees	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063].	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18:	There is no impact on construction traffic movements so the change in design does not alter the assessments included in Chapter 32: ES Addendum,

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					temporary speed limit reduction, is to minimise vegetation losses as far as possible by reducing swept path and visibility splay requirements.			Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059].	Volume 2 of the ES [REP1-006].
A-42	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Temporary speed limit reduction (40mph). Banksman may be required to support specific movements.	No loss use of existing bellmouth and track	No loss use of existing bellmouth and track	Swept path analysis showed loss of Category A ash if using existing access point to timber yard, plus potential loss of hedgerow alongside of existing track. Access moved approximately 15m to the east to minimise losses and retain category A tree. Note additional traffic management, such as possible support from a banksman and temporary speed limit reduction, is to minimise vegetation losses as far as possible by reducing swept path and visibility splay requirements.	15m loss of hedgerow (realigned access point)	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063].	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059].	There is no impact on construction traffic movements so the change in design does not alter the assessments included in Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006].
A-43a	Typical bellmouth design overlay applied to junction position.	Not required	No loss assumed existing field access wide enough	No loss assumed existing field access wide enough	Additional vegetation losses predicted to allow access of largest vehicles.	6m loss of hedgerow to widen existing access point	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in	There is no impact on construction traffic movements so the change in design does not alter the assessments included in Chapter 32: ES Addendum,

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							conservation [APP-063].	Chapter 18 Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059].	Volume 2 of the ES [REP1-006].
A-47	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Banksman may need to control general traffic during HGV entry / exit due to single track width of Spithandle Lane.	No loss assumed existing field access wide enough.	No loss assumed existing field access wide enough.	Swept path analysis shows existing entrance is not wide enough and suggests vegetation loss is necessary to enable access by expected vehicles. Note additional traffic management, such as possible support from a banksman, is to minimise vegetation losses as far as possible by avoiding the need for additional highway widening.	5m loss (two trees either side of gate) of tree line	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063].	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape character in Chapter 18 Landscape and visual impact – Appendix 18.3 [APP-059].	There is no impact on construction traffic movements so the change in design does not alter the assessments included in Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006].
A-50a	Typical bellmouth design overlay applied to junction position.	Not required	No loss assumed existing field access wide enough.	No loss assumed existing field access wide enough.	Additional vegetation losses predicted to allow access of largest vehicles.	10m loss of hedgerow to widen existing access point	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063].	This additional loss does not alter the outcomes of the assessment provided in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059].	There is no impact on construction traffic movements so the change in design does not alter the assessments included in Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006].
A-53	Bellmouth design with checks on	Not required	No loss assumed existing field	No loss assumed existing field	Swept path analysis shows existing entrance is not wide enough and	Loss of 6m of hedgerow with oak trees retained, visibility	This additional loss does not alter the outcomes of	This additional loss will result in a new effect on	Assumption that only tipper HGVs and LGVs will

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	swept path analysis for expected vehicles and horizontal visibility splays.		access wide enough.	access wide enough.	suggests vegetation loss is necessary to enable access by expected vehicles. Low loaders excluded from using this access to reduce potential vegetation losses.	splay delivered via vegetation management.	the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059] .	use access A-53 with articulated and low loader vehicles instead using access A-52. HGV routing was assumed to take place to / from the south and east only within Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006] and Appendix 23.2: Traffic Generation Technical Note, Volume 4 of the Environmental Statement (ES) [REP1-008]. The change in design therefore does not alter the conclusions of the ES.
A-56	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Temporary speed limit reduction (40mph). Banksman may be required to support specific movements. Highway width	No loss assumed as Greentree Lane access from A281 considered wide enough.	No loss assumed as Greentree Lane access from A281 considered wide enough.	Swept path analysis shows existing entrance is not wide enough and suggests woodland loss is necessary to enable access by expected vehicles. Note the Access constrained by ancient woodland to north of Greentree Lane. Note additional traffic management,	0.02ha of woodland loss (10m back from southern edge of Greentree Lane)	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss does not alter the outcomes of the assessment provided in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059] .	Change in vehicle access strategy may lead to increases in peak week traffic flows for receptors located to the south of Access A-56 and assessments included in Appendix 23.2:

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		constraints within Cowfold will require articulated HGVs and low loaders to access junction from the south via A281, A2037 and A283.			such as possible support from a banksmen and temporary speed limit reduction, is to minimise vegetation losses as far as possible by reducing swept path and visibility splay requirements.				Traffic Generation Technical Note, Volume 4 of the Environmental Statement (ES) [REP1-008].
A-57	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Temporary speed limit reduction (40mph). Banksman may be required to support specific movements. Highway width constraints within Cowfold will require articulated HGVs and low loaders to access junction from the south via A281, A2037 and A283.	6m loss of tree line and hedgerow loss	6m loss of tree line and hedgerow loss	Swept path analysis shows existing entrance is not wide enough and suggests vegetation loss is necessary to enable access by expected vehicles. Note additional traffic management, such as possible support from a banksmen and temporary speed limit reduction, is to minimise vegetation losses as far as possible by reducing swept path and visibility splay requirements.	20m loss of tree line and hedgerow loss	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059] .	Change in vehicle access strategy may lead to increases in peak week traffic flows for receptors located to the south of Access A-56 and assessments included in Appendix 23.2: Traffic Generation Technical Note, Volume 4 of the Environmental Statement (ES) [REP1-008].
A-61	Bellmouth design with checks on	Detailed traffic management	No loss assumed existing field	No loss assumed existing field	Swept path analysis shows existing entrance is not wide enough and	20m loss of hedgerow with trees to widen existing access point	This additional loss does not alter the outcomes of	The assumed vegetation loss is within the	Construction traffic routing was assumed to take

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	swept path analysis for expected vehicles and horizontal visibility splays.	strategy produced for Kent Street including use of Banksman, controlled HGVs movements and provision of passing places.	access wide enough.	access wide enough.	suggests vegetation loss is necessary to enable access by expected vehicles. Note additional traffic management, such as possible support from a banksman and a detailed traffic management strategy, helps to minimise vegetation losses as far as possible by reducing the requirement for further highway widening.		the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	LVIA baseline / assessment. The change in design therefore does not alter the conclusions of the ES.	place to / from the north only within Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006] and Appendix 23.2: Traffic Generation Technical Note, Volume 4 of the Environmental Statement (ES) [REP1-008]. The change in design therefore does not alter the conclusions of the ES.
A-62	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Provision of 40mph speed limit on A272 and alterations to existing access road to safely accommodate traffic using Oakendene industrial estate	No loss assumed access gained by removal of post and rail fence.	No loss assumed access gained by removal of post and rail fence.	Swept path analysis and junction design updated to enable safe access and operation of compound and additional businesses on Oakendene Industrial Estate. Suggests additional vegetation loss is necessary. Note alternations to existing access road, helps to minimise vegetation losses as far as possible.	15m loss of hedgerow (2 oak trees to be retained by crown lifting and root protection measures)	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059] .	The proposed design does not alter the assessments included in Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006].

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A-63	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Provision of 40mph speed limit on A272	Loss of 75m of hedgerow	Loss of 75m of hedgerow	Swept path analysis and junction design to enable safe access and operation of compound shows additional vegetation losses necessary. Note additional traffic management, such as temporary speed limit reduction, is to minimise vegetation losses as far as possible by reducing visibility splay requirements.	Loss of 100m of hedgerow and associated hedgerow trees	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18 Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059] .	The proposed design does not alter the assessments included in Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006].
A-64	Bellmouth design with checks on swept path analysis for expected vehicles and horizontal visibility splays.	Detailed traffic management strategy produced for Kent Street including use of Banksman, controlled HGVs movements and provision of passing places.	No loss assumed existing access wide enough.	No loss assumed existing access wide enough.	Swept path analysis shows existing entrance is not wide enough and suggests vegetation loss is necessary to enable access by expected vehicles. Note additional traffic management, such as possible support from a banksman and a detailed traffic management strategy, is to minimise vegetation losses as far as possible by reducing the requirement for further highway widening.	10m loss of hedgerow and a single oak tree to widen existing access point	This additional loss does not alter the outcomes of the assessment provided in section 22.9 of Chapter 22: Terrestrial Ecology and nature conservation [APP-063] .	This additional loss will result in a new effect on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059] .	Construction traffic routing was assumed to take place to / from the north only within Chapter 32: ES Addendum, Volume 2 of the ES [REP1-006] and Appendix 23.2: Traffic Generation Technical Note, Volume 4 of the Environmental Statement (ES) [REP1-008]. The change in design therefore does not alter the conclusions of the ES.

1.4 Updated total lengths of hedgerow, tree line and woodland loss

1.4.1 The total lengths of hedgerow / tree line loss is presented in Table 22-25 of [Chapter 22 Terrestrial Ecology and nature conservation \[APP-063\]](#). The total area of woodland loss is presented in Table 22-24 of [Chapter 22 Terrestrial Ecology and nature conservation \[APP-063\]](#). **Table 1-2** provides an update of this information following the review provided by this technical note and provides the response to ISH Action Point **[EV3-020]** Action Point 22 including the requested summary for the South Downs National Park in paragraph 1.4.3.

Table 1-2 Updated totals for hedgerow, tree and woodland loss

Ecological feature	Value at application [APP-063]	Updated total value	Percentage change from application [APP-063]
Total hedgerows lost	89	102	14%
Total tree lines lost	28	33	18%
Length of hedgerow temporarily lost	1,130m	1,279m (324m is species-rich)	13%
Length of hedgerow permanently lost	622m	647m (0m is species-rich)	4%
Length of important hedgerow temporarily lost	42m	34m	-19%
Length of potentially important hedgerow temporarily lost	84m	90m	7%
Length of important / potentially important hedgerow permanently lost	0m	0m	0%
Length of tree line temporarily lost	378m	466m	23%
Length of tree line permanently lost	0m	0m	0%
Total woodland area lost (including permanent loss)	0.40ha	0.48ha	20%

Ecological feature	Value at application [APP-063]	Updated total value	Percentage change from application [APP-063]
Total woodland area permanently lost	0.05ha	0.12ha	140%*

*At application the vegetation loss is for the GIS cable connection solution at Bolney substation only. The increase is due to accounting for the other potential solution (e.g. use of an Air Insulated Switchgear (AIS) solution).

- 1.4.2 As presented in the updated **OCoCP [PEPD-033]** Appendix B Vegetation Retention Plans, updated at deadline 3, a total of 100 hedgerows and 33 tree lines will be subject to losses during the construction period. The length of hedgerow to be temporarily lost is 1,279m (of which 324m is species-rich) and permanently lost is 647m (of which 0m is species-rich). In total 34m of the hedgerow to be temporarily lost is deemed to be important under the Hedgerow Regulations 1997 (with regards ecological importance), with a further 90m of hedgerow considered potentially important (hedgerows where detailed survey data is not available, and where potential to be important cannot be ruled out). No hedgerows to be lost permanently qualify as important under the Hedgerow Regulations 1997. The length of tree line to be temporarily lost is 466m, with no permanent loss expected.
- 1.4.3 Within the South Downs National Park there are 23 hedgerows and 12 tree lines that are subject to temporary losses. This equates to 299m of hedgerow and 158m of tree line. Of the hedgerow temporarily lost 46m is species-rich and 6m is also important with regards the Hedgerow Regulations 1997. No permanent losses of linear habitats are expected within the South Downs National Park.
- 1.4.4 In comparison to the figures presented at application there is an additional 134m of temporary hedgerow loss and 25m of permanent hedgerow loss. Tree line losses increase by 88m. These levels of loss do not alter the outcomes presented in Section 22.9 of **Chapter 22: Terrestrial Ecology and nature conservation [APP-063]**.
- 1.4.5 The total area of woodland loss across the Proposed Development is presented in Table 22-24 of **Chapter 22: Terrestrial Ecology and nature conservation [APP-063]**. As presented in the updated **OCoCP [PEPD-033]** Appendix B Vegetation Retention Plans, updated at deadline 3, the total loss of woodland is 0.48ha, with 0.12ha of this being removed permanently at the connection point at National Grid's Bolney Substation. All area of temporary loss will be replaced by scrub, as opposed to woodland. These levels of loss do not alter the outcomes presented in Section 22.9 of **Chapter 22: Terrestrial Ecology and nature conservation [APP-063]**.

1.5 Summary

- 1.5.1 Following consideration of the swept path of the vehicles and visibility splays for the construction accesses across the onshore cable route, as described in **Table 1-1** and **Section 1.4** above, there no new significant effects or changes to outcomes to the ES conclusions for terrestrial ecology and transport.

- 1.5.2 There are new effects on landscape and visual receptors, contributing to a significant effect previously noted on landscape and visual receptors in **Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059]** for 14 construction accesses (A-05, A-12, A-33, A-39, A-40, A-41, A-42, A-43a, A-47, A53, A-57, A-62, A-63 and A-64). The updates do not alter the outcomes of the assessment provided in **Chapter 18: Landscape and visual impact – Appendix 18.3 and 18.4 [APP-059]** for all other accesses.

1.6 Next steps

- 1.6.1 Following updates of vegetation retention and summary of updated assessment conclusions provided by this technical note, the documentation listed below will be updated as follows prior to close of the Examination.
- **Outline Construction Traffic Management Plan [REP1-010]** will be updated at Deadline 4;
 - **Tree Preservation Order and Hedgerow Plan [PEPD-007]** and Schedule 13 of the **draft DCO [REP2-002]**;
 - **Chapter 18: Landscape and Visual Impact, Volume 2 of the ES [APP-056]**;
 - **Chapter 22: Terrestrial Ecology and Nature Conservation, Volume 2 of the ES [APP-063]**;
 - **Chapter 23: Transport Volume 2 of the ES [APP-064]**;
 - **Chapter 4: The Proposed Development - Figures (Part 1 of 2), Volume 3 of the ES [APP-076]**; and
 - **Appendix 22.16: Arboricultural Impact Assessment, Volume 4 of the ES [APP-194]** reviewed to ensure consistency with the ES as per the request in ISH Action Point 24.

