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**Rampion 2 Offshore Windfarm ENO101176  
Written Representation to Planning Inspectorate  
Clymping Parish Council**

**Interested Party Reference number: 20042080**

**Deadline 4 Submission for June 3<sup>rd</sup> 2024.**

**Further Responses following Open Hearing 2 and issue Specific Hearing 2**

1. Clymping Parish Council welcomed the opportunity to contribute to the Open Hearing 2 and Issue Specific Hearing 2.
2. The Parish Council remains very concerned about the noise, vibration, dust, air quality and visual impacts of the Works Compound 10 and the works to the south of Ferry Road on the sensitive receptors in the village including Clymping Park, Clymping Village Hall and Playing Fields, St Mary's Primary school and local residential areas including Clymping Mill. We would expect Littlehampton Town Council to have similar concerns about the impact on residents and businesses on the River Arun west bank. We request greater detail on the lay out and operation of the proposed construction facilities so that we have a far better appreciation of the impact on the village before a Development Consent Order DCO is granted. We would also like to understand what say the local planning authority will have on the detailed proposals if DCO is granted.
3. We note the use of "temporary" throughout the documentation with reference to the construction phase. We feel this grossly understates the impact on the many elderly residents of Clymping Park for whom 4 years could be a significant part of their remaining lives. We also recognise this is an estimate but noted the experiences of other parishes affected by Rampion 1 of extended overruns. We suspect the applicant is expecting free and easy access to the Clymping Compound and the area south of Ferry Road but see point 13 below.
4. We would like to understand the confidence limits applied to these project timing estimates and the steps the applicant will take to ensure no project over-runs.
5. We note the listings of construction equipment in document 6.4.21.2 many of which are very significant noise and dust and pollution generators including the concrete batching plant. These will have a significant impact on the amenity of residents and community facilities contrary the Clymping Neighbourhood Plan policy CPN 1 "Protect Community Facilities".
6. We feel that there should be a formal commitment, within the Commitments Register, to monitoring noise, vibration and air pollution on an ongoing basis, linked to an accessible communication and complaints procedure to ensure that:

- the impacts can be managed and minimised,
  - the occurrences of statutory nuisance events are acted on quickly and efficiently.
  - the operations of the contractors are effectively managed.
7. The visual impact of the Clymping Compound, the works south of Ferry Road and the lighting proposed for both will be significant in the open landscape. We note equipment heights of up to 7m and, in particular, the concrete batching plant 20m in height that will dominate the views. We want to understand what steps the applicant proposes to undertake to minimise the impact in terms of screening and layout, especially with regards to Climping Park. We have similar concerns for the impacts south of Ferry road in relation to the integrity of the gap between Settlements (Arun Local Plan Policy SD SP3) and impacts on the school and residents in the area including Clymping Mill.
  8. The applicant should note that the Construction Method Statement for the Strategic Housing development on the land to the west of Church Lane CM/6/24/DOC envisages the realignment of Church Lane and the removal of the tree canopy on the eastern side of the current Church Lane south of Field Place as part of the first phase of the development. This will leave the Climping Compound/Work Area 10 unscreened from Church Lane.
  9. The Natural England Agricultural Land Classification shows Climping Compound/ to be on high grade agricultural land: Grade 2. This use could be contrary to Neighbourhood Plan Policy CPN 10 Protection of High-Grade Agricultural Land. We note that Commitment C27 only provides for “reasonable” reinstatement. What is considered “reasonable” after the fact would depend on the operations undertaken by the contractors during the construction period and who is judging it. We feel that Commitment C27 should be consistent with the wording of Commitment C7 which requires the applicant to ensure reinstatement of agricultural land on the cable route to its original grade classification. The applicant and their contractors should respect the use of this land for the compound. If not, the landscape will be permanently scarred and the construction phase hardly “temporary”.
  10. The Construction Transport Management Plan shows route to Access A05/ Climping Compound as via the A284, A259 and Church Lane. We feel there should be a formal commitment within the Commitments Register to ensure construction traffic does not filter south from the A27 through Yapton and Ford to approach Access A05 from the north.
  11. We welcomed the verbal commitment for construction traffic not to use Crookthorn Lane or Brookpit Lane given during Specific Issue Hearing 2. We want to see this formalised as a new commitment in the Commitments Register.
  12. We will await the applicant’s consideration of the use of Access 01 Ferry Road for post construction operational use. The current proposal Access 04 leads to Bread Lane, unrestricted Byway 197, which the applicant would be entitled use for occasional light vehicles in any case. Our expectation however is that the cable route will be further to

the east. Bread Lane leads straight to the area to the west most prone to coastal flooding, overtopping or tidal seepage.

13. We feel the applicant should consider the impact of the inevitable holdups on A259 due to the proposed upgrades of the junctions between Littlehampton and Felpham. The re-siting of the Church Lane roundabout is a condition of the first phase of the strategic development to the west of Church Lane CM/1/17/OUT. This will proceed with the discharge of the remaining conditions of this original Outline application given the approval of the reserved matters CM/48/21/RES. The realignment is shown in the Construction Method Statement CM/6/24/DOC.
14. The Applicant argues in several documents that there are no alternatives to the location of facilities such as the landfall in Clymping or the location of Climping Compound. We would like to remind the Inspectorate that there is an alternative whereby the cable is routed by sea to Fawley avoiding all the issues discussed at Special Issue Hearing 2 arising from landfall in Clymping, crossing the South Downs National Park and those in the area of Cowfold and Bolney.

  
30<sup>th</sup> May 2024

Submitted on behalf of Clymping Parish Council