

Rampion 2 Wind Farm

Statement of Common Ground - Marine Aggregates

May 2024

Rev C

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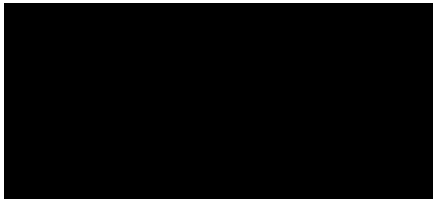
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1. Introduction

1.1 Background

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared between Rampion Extension Development Ltd (RED) (hereafter referred to as “the Applicant”) and three companies with interests in acquiring marine aggregates: Cemex, Heidelberg, and Tarmac (hereafter referred to as “Marine Aggregates”) to set out the areas of agreement and disagreement between the two parties in relation to the proposed Development Consent Order (DCO) application for the Rampion 2 Offshore Wind Farm (hereafter referred to as “Rampion 2” or “the Proposed Development”).
- 1.1.2 The Applicant has chosen to pursue a SoCG with Marine Aggregates, beyond the requirements listed within the Rule 6 letter (issued by the Examining Authority on 14th December 2023, [PD-006], in order to reflect the considerable discussions held between the two parties, and to ensure that concerns are suitably represented within the Statement of Common Ground Process.
- 1.1.3 This SoCG is intended to cover all topics where agreement is sought between the Applicant and Marine Aggregates and covers the topics split by discipline as detailed in the Environmental Impact Assessment (EIA) for RED:
- Principle of Development;
 - Offshore aspects of the Application:
 - ▶ Other Marine Users.
- 1.1.4 This SoCG has been prepared in accordance with the ‘*Planning Act 2008: Guidance for the examination of applications for development consent*’ (Department for Communities and Local Government (DCLG), 2015 (hereby referred to as ‘DCLG guidance’).
- 1.1.5 Following detailed discussions undertaken through pre-application consultation, the Applicant and Marine Aggregates have sought to progress a SoCG. It is the intention that this document provides the Planning Inspectorate with a clear overview of the level of common ground between both parties. This document will facilitate further discussions between the Applicant and Marine Aggregates and will be updated as discussions progress prior to and during the Examination.

1.2 Approach to SoCG

- 1.2.1 This SoCG has been developed during both the pre-examination phase and the Examination phase of Rampion 2. Tarmac issued their Relevant Representation [RR-383] which covers the topics and points of discussion.
- 1.2.2 The SoCG is structured as follows:
- **Section 1: Introduction:** Outlining the background to the development of the SoCG;

- **Section 2: Marine Aggregates' remit:** Describing the main areas of discussion within the SoCG and a summary of consultation to date;
- **Section 3: Agreement/Disagreement Log:** A record of the positions of the Applicant alongside those of Marine Aggregates as related to the topics of discussion and the status of agreement on those positions.

1.3 The Proposed Development

- 1.3.1 The Applicant is developing Rampion 2 located adjacent to the existing Rampion Offshore Wind Farm Project ('Rampion 1') in the English Channel.
- 1.3.2 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.
- 1.3.3 The key offshore elements of the Proposed Development will be as follows:
- up to 90 offshore wind turbine generators (WTGs) and associated foundations;
 - blade tip of the WTGs will be up to 325m above Lowest Astronomical Tide (LAT) and will have a 22m minimum air gap above Mean High Water Springs (MHWS);
 - inter-array cables connecting the WTGs to up to three offshore substations;
 - up to two offshore interconnector export cables between the offshore substations;
 - up to four offshore export cables each in its own trench, will be buried under the seabed within the final cable corridor; and
 - the export cable circuits will be High Voltage Alternating Current (HVAC), with a voltage of up to 275kV.
- 1.3.4 The key onshore elements of the Proposed Development will be 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.

- A full description of the Proposed Development can be found in **Chapter 4: The Proposed Development, Volume 2** of the ES [APP-045].

2. Marine Aggregates' Remit

2.1 Introduction

2.1.1 The three companies collectively referred to as Marine Aggregates are as follows:

- Tarmac: a national building materials business with several licensed marine aggregate extraction areas and four aggregate dredgers. Their closest License Areas to the Rampion 2 study area are Licence Areas 396 and 488;
- Heidelberg Material Marine Ltd: a multinational aggregate producer, and cement and concrete manufacturer also known as HAML. Their closest License Area to the Rampion 2 study area is Licence Area 435; and
- Cemex: a multinational supplier of building materials with several licensed marine aggregate extraction areas, operating four aggregate dredgers. Their closest License Area to the Rampion 2 study area is Licence Area 453.

2.1.2 Marine Aggregates will have an interest in any of the Rampion 2 design elements that will potentially constrain access to the aggregate resource as a result of dredgers not being able to dredge up to the edge of the area due to the presence of advisory safety zones.

2.1.3 The SoCG covers topics of the DCO application of relevance to Marine Aggregates, comprising:

- Offshore aspects of the Application
 - Other Marine Users.

2.2 Consultation Summary

2.2.1 This section briefly summarises the consultation that the Applicant has undertaken with Marine Aggregates including both statutory and non-statutory engagement during the pre-application and post-application phases (See **Table 2-1**).

Table 2-1 Consultation and Correspondence undertaken with Marine Aggregates pre-application

Date and type	Description of consultation
23 February 2021 Online Workshop	Hazard Workshop to discuss with local users the hazards associated with shipping and navigation including what risk those hazards may pose and related environmental measures.
6 September 2022 Online Workshop	A post S42 consultation aggregates meeting with Marine Aggregate Companies.
25 May 2023	Stakeholder Meeting Marine Aggregate Companies
5 June 2023 Email correspondence	Email received on behalf of Tarmac Marine, Cemex UK Marine and Heidelberg Aggregates Marine confirming that the proposed safety buffer zone is sufficient.
1 March 2024	Page-Turn Meeting with Tarmac Marine, Cemex UK Marine and Heidelberg Aggregates in order to review Statement of Common Ground and Statement of Commonality.

3. Agreement/Disagreement Log

- 3.1.1 The following sections of this SoCG set out the level of agreement between the Applicant and Marine Aggregates for each relevant component of the Application identified in paragraph 2.1.3. The tables below detail the positions of the Applicant alongside those of Marine Aggregates and whether the matter is agreed or not agreed.
- 3.1.2 In order to easily identify whether a matter is ‘agreed’, ‘not agreed’ or an ‘ongoing point of discussion’, the agreements log in the tables below are colour coded to represent the status of the position according to the criteria in Table 3-1 below.

Table 3-1: Position status key.

Position Status	Colour Code
The matter is considered to be agreed between the parties	Agreed
The matter is neither ‘agreed’ or ‘not agreed’ and is a matter where further discussion is required between the parties, for example where relevant documents are being prepared or reviewed.	Ongoing point of discussion
The matter is not agreed between the parties, however the outcome of the approach taken by either the Applicant or Marine Aggregates is not considered to result in a material outcome on the assessment conclusions.	Not agreed- No material impact
The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant or Marine Aggregates is considered to result in a materially different outcome on the assessment conclusions.	Not agreed- material impact

Table 3-2: Status of discussions related to Other Marine Users.

Reference number	Point of Discussion	Marine Aggregates' position	Applicant's position	Position status	Date of agreement	Comments/ notes
MA01	Proposed Development Order Limits/ Red Line Boundary Update	<p>Transit routes for the dredging vessels have been discussed and accepted during engagement in Hazard Workshops undertaken in February 2021 and September 2022.</p> <p>Subsequently safety buffer areas were agreed which appear to ensure aggregate extraction works could safely continue up to the edges of the licence areas. Consultation with the vessel captains was undertaken to check acceptability from a mariner's perspective and considered the buffers of 1nm along tide and 0.5nm across tide seemed sufficient.</p>	The Applicant welcomes the Marine Aggregate's agreement regarding the safety buffers which have been secured in the Offshore Works Plan [PEPD-004] .	Agreed	25/05/2023	
MA02	Anchor Interference	It was raised in consultation that there is a possibility that a dredger coming to anchor dead ship may breach a 1m cable burial depth.	This has been noted by the Applicant.	Agreed	21/05/2024	

4. References

Rampion 2 DCO Project Glossary:

[1.7 Rampion 2 Application Document Tracker \(planninginspectorate.gov.uk\)](#)

Examination Library - [EN010117-000419-Rampion 2 Exam Library.pdf \(planninginspectorate.gov.uk\)](#)

Planning Inspectorate Application Area- [Rampion 2 Offshore Wind Farm - Project Information \(planninginspectorate.gov.uk\)](#)

