

Rampion 2 Wind Farm

# **Statement of Common Ground – Shoreham Airport**

## **July 2024**

## **Rev C**

Examination Reference: 8.11

Pursuant to: Infrastructure Planning (Examination Procedure)

Rules 2010, Rule (8)(c)

Ecodoc number: 005114188-03



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Revision	Date	Status/Reason for issue	Author	Checked by	Approved by
A	January 2024	Initial Draft issued to Shoreham Airport	WSP	RED	RED
B	February 2024	Second Draft amended following page turn meeting	WSP	RED	RED
C	July 2024	Third Draft issued to Shoreham Airport	WSP	RED	RED

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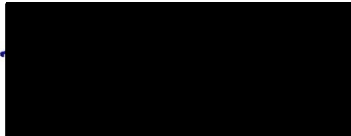
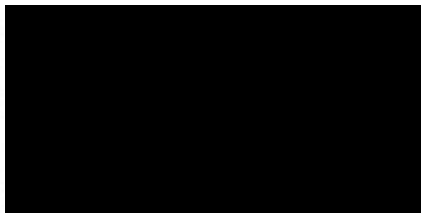
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# 1. Introduction

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## 1.1 Background

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared between Rampion Extension Development Limited (RED) (hereafter referred to as ‘the Applicant’) and Shoreham Airport (SHA) (also known as Brighton City Airport) 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 established an intention to undertake a SoCG between the Applicant and SHA during the pre-application stages of the DCO, and this was then set out within the Rule 6 letter issued by the Examining Authority on 14<sup>th</sup> December 2023 [PD-006].
- 1.1.3 This SoCG covers all topics where there are areas for agreement and areas for disagreement between the Applicant and the SHA and covers the topics split by aspect as detailed in the Environmental Impact Assessment (EIA) for Rampion 2.
- 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 discussions undertaken through pre-application engagement and consultation, the Applicant and SHA have progressed a SoCG.
- 1.1.6 It is the intention that this document provides the Examining Authority with a clear overview of the level of common ground between both parties. This document will facilitate further discussions between the Applicant and SHA and will be updated as discussions during both the pre-examination and the Examination phase.

## 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.
- 1.2.2 The SoCG is structured as follows:
- **Section 1: Introduction:** outlines the background and approach to the development of the SoCG and provides an overview of the Proposed Development;
  - **Section 2: Shoreham Airport’s remit:** describes the main areas of discussion within the SoCG and a summary of consultation to date; and
  - **Section 3: Agreement/Disagreement Log:** provides a record of the positions of the Applicant alongside those of SHA 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 (referred to as '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 160km<sup>2</sup>.

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.

1.3.5 A full description of the Proposed Development is provided in [Chapter 4: The Proposed Development, Volume 2](#) of the ES [APP-045].

## 2. Shoreham Airport's Remit

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### 2.1 Introduction

- 2.1.1 SHA is located in the parish of Lancing in West Sussex and is known also as Brighton City Airport (BCA). The Airport freehold is jointly owned by Worthing Council and Brighton and Hove City Council with a long-term leasehold agreement in place. BCA operates and manages the 'airside aspects' of the Airport under a sub-lease agreement and is an Air Navigation Service Provider regulated by the UK Civil Aviation Authority.
- 2.1.2 Open all year round, and with circa 45,000 aircraft/helicopter movements per annum operating under both Visual and Instrument Flight Rules (IFR), the Air Traffic Service Unit (ATSU) handles a mix of general aviation, business and executive and military traffic from the air traffic control facility located atop the Grade II listed Airport Terminal. The IFR traffic makes regular use of the satellite-based instrument flight procedures published in the UK Aeronautical Information Publication.
- 2.1.3 The SoCG covers topics of the DCO application of relevance to SHA:
- Offshore aspects of the Application:
    - ▶ Civil and Military Aviation.

### 2.2 Consultation Summary

- 2.2.1 This section briefly summarises the consultation that the Applicant has undertaken with SHA 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 SHA**

<b>Date and type</b>	<b>Description of consultation</b>
<b>11/05/2022</b> <b>Project Update Meeting</b>	Targeted Civil and Military Aviation meeting with Shoreham Airport to discuss: <ul style="list-style-type: none"><li>• Timescales for consultation agreed;</li><li>• Results of preliminary Instrument Flight Procedure (IFP) analysis; and</li><li>• The proposal to increase the Terminal Arrival Altitude from 2,000 ft to 2,200 ft to support a turbine tip height of up to 370.5 m.</li></ul>
<b>5/12/2023</b> <b>Project Update Meeting</b>	Targeted Civil and Military Aviation meeting with Shoreham Airport to discuss: <ul style="list-style-type: none"><li>• Project update and consenting timeline</li><li>• Timescales for updates to the Shoreham Airport Instrument Flight Procedures.</li></ul>
<b>21/02/2024</b>	Page Turn meeting to discuss Rev A of the Statement of Common Ground



### 3. Agreement/Disagreement Log

- 3.1.1 The following sections of this SoCG set out the level of agreement between the Applicant and SHA for each relevant component of the Application identified in paragraph 2.1.4. The tables below detail the positions of the Applicant alongside those of SHA 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 SHA 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 SHA is considered to result in a materially different outcome on the assessment conclusions.	Not agreed- material impact

- 3.1.3 The overview of the status of discussion on all of the themes presented in the Agreement/Disagreement log has been reported throughout the Examination via the Statements of Commonality. The opening position of the stakeholder is reported against the evolving position of the Applicant. Where agreement is reached- this indicates that the stakeholder and Applicant mutually support the position stated by the Applicant. The date of agreement is noted and the ‘Record of Progress’ section of the SoCG tables captures how the issue reached the final ‘position status’ (key for this is found in Table 3-1 above).

**Table 3-2: Status of discussions related to Civil & Military Aviation.**

Reference number	Point of Discussion	SHA's position	Applicant's position	Position status	Date of agreement	Comments/notes
SHA1	Updates to the Shoreham Airport Instrument Flight Procedures will be required due to the construction of the Proposed Development.	SHA has stated a preference for the Applicant to begin discussions co-jointly with SHA and its approved procedures design organisation as soon as possible to ensure that the updates to instrument flight procedure for the airport can be approved by the Civil Aviation Authority and implemented in advance of construction of the Proposed Development commencing.	The Applicant has completed an initial assessment of the updates required to the SHA Instrument Flight Procedure and is undertaking additional work to determine how updates to the Instrument Flight Procedure can be approved and implemented in a timescale which is advantageous to both SHA and the Proposed Development.	Agreed	13-06-24	The Applicant has added wording to the <b>Draft DCO [REP4-004]</b> in Schedule 1, Part 3, Requirement 39, regarding Instrument Flight Procedures, this has been sent to Shoreham Airport who have agreed with the wording.

## 4. References

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RED (2023). *Rampion 2 DCO Project Glossary*. (Online) Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010117/EN010117-000149-1.7 Rampion 2 Glossary.pdf> (Accessed: May 2024).

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