

Rampion 2 Wind Farm

Statement of Common Ground – National Highways

July 2024

Rev D

Deadline 5 Update

Examination Reference: 8.9

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Rules 2010, Rule (8)(c)

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D	July 2024	Fourth Issue reflecting current status at Dealdine 5	WSP	RED	RED


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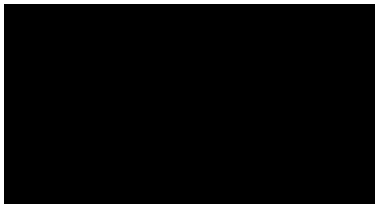
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1. Introduction

1.1 Background

This Statement of Common Ground (SoCG) has been prepared between Rampion Extension Development Ltd (RED) (hereafter referred to as ‘the Applicant’) and National Highways 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 need for a SoCG between the Applicant and National Highways was set out within Rule 6 letter issued by the Examining Authority Inspectorate on 20 September 2023 **[PD-006]**. In this letter the Examining Authority requested that Interested Parties, such as the National Highways, submit Principal Areas of Disagreement Statements (PADS) where the Interested Party: ‘*holds a substantive concern or concerns with the Proposed Development*’.
- 1.1.3 This SoCG is intended to cover all topics where agreement is sought between the Applicant and National Highways and covers the topics split by discipline as detailed in the Environment Impact Assessment (EIA) for the applicant.
- 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 National Highways 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 National Highways and will be updated as discussions progress 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. National Highways issued their relevant representations **[RR-248]** and Principal Areas of Disagreement **[AS-009]** which covers the topics and points of discussion. The SoCG makes reference to other submission documents that set out, in greater detail, the discussions that have taken place between National Highways and the Applicant. These documents are:

- **Consultation Report [APP-027]**;
- **Planning Statement [APP-036]**;
- **Evidence Plan [APP-243 to APP-253]**; and

- The ‘Consultation’ section included within relevant chapters of the **Environmental Statement [APP-042 to APP-072]**.

1.2.2 The SoCG is structured as follows:

- **Section 1: Introduction:** Outlining the background to the development of the SoCG;
- **Section 2: National Highway’s role with respect to the SoCG:** 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 National Highways as related to the topics of discussion and the status on those positions.

1.3 The Proposed Development

1.3.1 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.

1.3.2 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.

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. National Highways Remit

2.1 Introduction

- 2.1.1 National Highways is the government owned company which operates, maintains and improves the Strategic Road Network ('SRN') as the strategic highway company appointed under the provisions of the Infrastructure Act (2015) and in accordance with the Licence¹ issued by the Secretary of State for Transport.
- 2.1.2 National Highways is a statutory consultee to the planning process. It has a specific obligation to deliver economic growth through the provision of a safe and reliable SRN, in line with the provisions set out in DfT Circular 01/2022: The strategic road network and the delivery of sustainable development.
- 2.1.3 National Highways has particular concerns and requirements in the vicinity of the A27 between Arundel and Worthing:
- The route is prepared to pass under the A27 in the area known as Hammerpot, east of Arundel, Sussex which has safety and operational implications for the SRN.
 - Traffic attracted to, generated by or routed or rerouted as a result of the proposals which has potential implications for the SRN.
 - The construction, operation or maintenance of a site (construction/ compound/ permanent) associated with the project adjacent to or in close proximity to the SRN which is expected to have an impact on the SRN.
 - The construction, operation or maintenance of a site (construction/ compound/ permanent) associated with the project adjacent to or in close proximity to the SRN has implications for the SRN.
 - Part of the SRN has been included in the red line boundary and is referred to in the book of reference. There is a need to safeguard National Highways interests with regards to compulsory acquisition proposals or proposals concerning the acquisition of other rights.
 - There is a need to ensure National Highways interests as the Strategic Highway Authority area safeguarded in the DCO including via the imposition of Protective Provisions, Requirements or other appropriate and/or relevant legal agreements.
- 2.1.4 The SoCG covers topics of the DCO application of relevance to National Highways, comprising:
- Protective Provisions and Safeguarding;
 - Construction Details; and
 - Traffic and Transport.

2.2 Consultation Summary

- 2.2.1 This section briefly summarises the consultation that the Applicant has undertaken with National Highways including both statutory and non-statutory engagement during the pre-application and post-application phases (**Table 2-1**). National Highways played a full and proactive part on the Group discussions, setting out its concerns and requirements. The Applicant accepted the concerns and requirements. The Applicants sought to address some at the pre-application stage but mostly post-application.
- 2.2.2 The Applicant and NH have agreed that the submitted SOCG at Deadline 5 is up to date. While the status of matters has been finalised as far as possible, some of the SOCG still report matters as being in the process of discussion. With relevant materials being submitted into Examination at Deadline 5 these need to be considered to close matters and enable the final SOCG to be submitted at Deadline 6.
- 2.2.3 Table 2-1 Consultation, Correspondence and Engagement undertaken with National Highways

Date and type	Description of consultation
4 November 2021 Expert Topic Group (ETG)	Meeting to discuss the methodology for Traffic/transport. The topic of focus was the use of Crew Support Vessels. A request for more details has been made by National Highways on onshore traffic.
4 November 2021 ETG	Meeting to discuss the methodology for Traffic/transport. The topic of focus was the A27 Arundel Bypass Scheme. Outcome of this topic review was an acknowledgement of the need to consider any design and construction implications on the A27 Arundel Bypass Scheme
4 November 2021 ETG	Meeting to discuss the methodology for Traffic/transport. The topic of focus being the need for an Outline Travel Plan. There was an acknowledgement that the plan needs to encourage sustainable transport options during the construction phase.
20 June 2023 ETG	Rampion 2 Expert Topic Group (ETG) Meeting – Transport and Socio-Economics Discussion
29 June 2023 ETG	Air Quality Mitigation Strategy Discussion The purpose of the meeting was to discuss the Air Quality Mitigation Strategy including a consideration of the approach

Date and type	Description of consultation
	to assessment of air quality and a discussion of the data sources used to develop mitigation measures for the proposed development.
7 July 2023 ETG	Arboricultural Assessment Discussion The purpose of the meeting was to discuss the arboricultural method, with particular relevance to veteran trees, ancient trees and areas of ancient woodland less than 2 hectares in size.
13 July 2023 ETG	Transport Targeted Engagement Meeting 1 Purpose of the meeting was the discussion of the outline Construction Transport Management Plan (CTMP) and the outline Public Rights of Way Management Plan (PRoWMP)
20 July 2023 ETG	Transport Targeted Engagement Meeting 2

3. Agreement/Disagreement Log

- 3.1.1 The following sections of this SoCG set out the level of agreement between the Applicant and National Highways 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 National Highways 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 agreement logs 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 National Highways 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 National Highways is considered to result in a materially different outcome on the assessment conclusions.	Not agreed- material impact

- 3.13 The overview of the status of discussion on all of the themes presented in the The Agreement/Disagreement log has been reported throughout the Examination via the Statements of Commonality for Common Ground. 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 2-1 above.

Table 3-2 Status of discussions related to Assessment of the Alternatives and General Concerns

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
NH01	Protective Provisions ('PPs')	<p>Concerns</p> <p>Protective Provisions not agreed, include land and maintenance funding issues and ongoing National Highways costs. National Highways not yet confident it is adequately protected from safety and commercial or liabilities perspectives.</p> <p>Desired Actions</p> <p>Protective Provisions must be agreed and included in the DCO, including land access, commuted lump sum and funding of National Highways costs</p>	<p>The Applicant is negotiating protective provisions with National Highways and are confident that appropriate protections can be accommodated.</p> <p>An annotated version of the National Highways preferred form of protective provisions was shared with National highways. A response was received on the 15 May 2024 which the applicant then responded to on the 20 May 2024, with a follow up meeting held on 23 May 2024. Engagement between the Applicant and National Highways has continued post the meeting.</p>	Ongoing point of discussion		
NH02	The need to safeguard National Highways interest with regards to compulsory acquisition proposals or proposals concerning the acquisition of other rights	<p>Concerns</p> <p>The Applicant proposes via the Book of Reference and elsewhere activities, works or consequential provisions that may affect the safety, operation or management of the SRN and/or the roles and responsibilities of National Highways as the Strategic highway Authority, asset owner and/or statutory consultee. The applicant needs to fully explain the implications of their proposals in these contexts in order to ensure that they comply with national planning and transport policy, the National Highways Operating Licence and do not usurp or unreasonably fetter National Highways.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>National Highways view is via agreed Protective Provisions and the use of the processes and procedures commonly used and available under the New Roads and Street Works Act 1991 or the 1980 Highways Act S278 process, the Applicant would be able to implement any consented DCO. Therefore it is</p>	<p>The Applicant is sharing further details of the works on and under the strategic road network with National Highways and are confident that detailed designs can be agreed.</p>	Ongoing point of discussion		

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/Notes
		<p>unnecessary and not justified to seek to acquire rights over National highways land or assets on a temporary or permanent basis.</p> <p>Updated, detailed designs for the A27 Hammerpot Compound access, to be supported by RSA and WCHAR are in production by the Applicant and will be assessed by National Highways. The agreed designs can be the subject of a later S278 agreement. These matters and processes will need to be included in the final DCO</p>				

Table 3-3 Status of discussions related to DCO and Securing Mechanisms

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
NH03	A27- Applicant's proposals to carry out trenchless drilling at Hammerpot	<p>Concerns</p> <p>The Applicant proposes to carry out trenchless drilling under and in the vicinity of the A27 at Hammerpot, Sussex in order to carry the cable. To date, National Highways has not seen or agree the details of how this will be achieved without adversely and unacceptably affecting the safety, reliability and operational efficient of the SRN.</p> <p>Required details would include (but are not limited to):</p> <ol style="list-style-type: none"> 1) Technical Specifications 2) Legal Framework 3) Any necessary current or future financial considerations 4) Any necessary future maintenance, repair, replacement or withdrawal provisions <p>Desired Actions</p> <p>The Applicant must provide full DMRB compliant plans, methodologies and timings for all works under and close to the A27 for National Highways approval.</p> <p>The proposed trenchless crossing under the A27 at Hammerpot has received the necessary Geotechnical Certificate dated 12 June 2024. The works, to be reflected as appropriate in any DCO, will be able to be progressed under NRSWA.</p>	A Geotechnical Statement of Intent technical note was issued to National Highways on 22 April 2024 with minor comments incorporated into an updated version of the technical note which was issued to National Highways on 23 May 2024	Agreed	09-07-24	
NH04	A27- the impact of drainage on the SRN where the route passes under the A27 at Hammerpot	<p>Concerns</p> <p>The Applicant proposes to carry out trenchless drilling under and in the vicinity of the A27 at Hammerpot, Sussex in order to carry the cable. To date National Highways has not seen or agreed evidence demonstrating that the works would not have an unacceptable impact on the drainage of the A27.</p> <p>Desired Actions</p> <p>The Applicant must provide full DMRB compliant plans, methodologies and timings for all works under and close to the A27 for National Highways approval.</p>	A Geotechnical Statement of Intent technical note was issued to National Highways on 22 April 2024 with minor comments incorporated into an updated version of the technical note which was issued to National Highways on 23 May 2024	Agreed	09-07-24	

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
NH05	The construction, operation or maintenance of a site (construction/ compound/ permanent) associated with the project adjacent to or in close proximity to the SRN and the implications for the SRN	<p>The proposed trenchless crossing under the A27 at Hammerpot has received the necessary Geotechnical Certificate dated 12 June 2024. The works, to be reflected as appropriate in any DCO, will be able to be progressed under NRSWA.</p> <p>Concerns</p> <p>The applicant proposes to make uses of the sites and compounds with direct and near direct access from the SRN via the SRN. To date, with regards to named locations, National Highways has not seen or agreed evidence demonstrating that the use/works/any enabling works would not have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN. Without this detail there may be doubts as to whether the proposed cable route and works can be progressed in compliance with national planning and transport policy.</p> <p>Desired Actions</p> <p>The applicant will need to work with the National Highways to submit the required evidence for us to assess and agree.</p> <p>The Applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>As at 9 July 2024 National Highways awaits from the Applicant</p> <p>1 Road Safety Audit. Once accepted the Designer's Report Stage will be progressed and assuming all is in order the RSA agreed.</p> <p>2 WCHAR. Once received and accepted this will form part of the guidance for the future of any A27 Hammerpot access implementation and operation.</p> <p>3 Final decision on which access is to be included in the DCO, or whether the applicant will wish to retain both options.</p>	<p>The Applicant is sharing further details of the works on and under the strategic road network with National Highways and are confident that detailed designs can be agreed.</p> <p>Mitigation is considered in the Outline Construction Traffic Management Plan [APP-228] in the event that negative impacts on the SRN cannot be eliminated or reduced to an appropriate and agreeable level.</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p> <p>The Applicant has during June 2024 provided further details regarding the nature, number, timings and implications of construction traffic on the SRN. National Highways has commented on the details and awaits further clarifications. The parties are confident this matter can be resolved ahead of the close of the Examination.</p> <p>Concept designs for proposed construction access at A-21 / A-22 (Hammerpot) were issued to National Highways on the 29 February with comments received on 16 May 2024 allowing the Applicant to progress with Road Safety Audits. Site visits for the Road Safety Audits were completed on the 12 / 13 June 2024. The Applicant will continue to work with National Highways the aim of reaching agreement on these Road Safety Audits prior to the end of the Examination.</p>	Ongoing point of discussion		

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
		4 The above to be reflected in Requirements that also include the reinstatement of the verge, footway and pavement at the end of the works period				
NH06	APP-224 7.2 Outline Code of Construction Practice	<p>Concerns</p> <p>We have no comments as such on this high-level document.</p> <p>However, as explained via our RRs, we have concerns that the Applicant's current submissions do not contain sufficient details to demonstrate that the proposals will not unacceptably impact on the safety, reliability and/or operation of the SRN as required by national planning and transport policy.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>Further granular details are awaited and can be included in a final version of the OCTMP/OCOCP to then be referred to in a Requirement leading to the submission of, consultation of National Highways on, and implementation of the detailed, approved CTMP/COCP.</p>	<p>The Applicant notes that there is no disagreement regarding this document.</p> <p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p>	Agreed	3-11-23	
NH07	APP-228 7.6 Outline Construction Traffic Management Plan	<p>Concerns</p> <p>We have no comments as such on this high-level document.</p> <p>However, as explained via our RRs, we have concerns that the Applicant's current submissions do not contain sufficient details to demonstrate that the proposals will not unacceptably impact on the safety, reliability and/or operation of the SRN as required by national planning and transport policy.</p> <p>Desired Actions</p>	<p>The Applicant notes that there is no disagreement regarding this document.</p> <p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at</p>	Agreed	3-11-23	

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
		<p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>Further granular details are awaited and can be included in a final version of the OCTMP to then be referred to in a Requirement leading to the submission of, consultation of National Highways on, and implementation of the detailed, approved CTMP.</p>	<p>Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p> <p>Concept designs for proposed construction access at A-21 / A-22 (Hammerpot) were issued to National Highways on the 29 February with comments received on 16 May 2024 allowing the Applicant to progress with Road Safety Audits. Site visits for the Road Safety Audits were completed on the 12 / 13 June 2024. The Applicant will continue to work with National Highways the aim of reaching agreement on these Road Safety Audits prior to the end of the Examination.</p>			
NH08	APP-229 7.7 Outline Construction Workforce Travel Plan	<p>Concerns</p> <p>We have no comments as such on this high-level document.</p> <p>However, as explained via our RRs, we have concerns that the Applicant's current submissions do not contain sufficient details to demonstrate that the proposals will not unacceptably impact on the safety, reliability and/or operation of the SRN as required by national planning and transport policy.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>The Applicant has during June 2024 provided further details regarding the nature, number, timings and implications of construction traffic on the SRN. National Highways has commented on the details and awaits further clarifications. The parties are confident this matter can be resolved ahead of the close of the Examination. The DCO will need to include provision</p>	<p>The Applicant notes that there is no disagreement regarding this document.</p> <p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p>	Agreed	3-11-23	

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
		for National Highways to be consulted on the final version of the CWTP.				
NH09	The need to safeguard National Highways interest as the Strategic Highway Authority via the DCO, Protective Provisions or other appropriate or relevant legal agreements	<p>Concerns</p> <p>The applicant proposes via the Book of Reference and elsewhere activities, works or consequential provisions that may affect the safety, operation, management of the SRBN and/or the roles and responsibilities of National Highways as the Strategic Highway Authority, asset owner and/or statutory consultee. The applicant needs to fully explain the implications of their proposals in these contexts in order to ensure that they comply with national planning and transport policy, the National Highways Operating Licence and do not usurp or unreasonably fetter National highways.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The Applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p>	<p>The Applicant is sharing further details of the works on and under the strategic road network with National Highways and are confident that detailed designs can be agreed.</p> <p>An annotated version of the National Highways preferred form of protective provisions was shared with National highways. A response was received on the 15 May 2024 which the applicant then responded to on the 20 May 2024, with a follow up meeting held on 23 May 2024. Engagement between the Applicant and National Highways has continued post the meeting.</p>	Ongoing point of discussion		
NH10	APP-064 6.2.23 Environmental Statement- Volume 2 Chapter 23 Transport (plus AAP107-APP110 comprising appendices thereto)	<p>Concerns</p> <p>We have no comments as such on this high-level document.</p> <p>However, as explained via our RRs, we have concerns that the Applicant's current submissions do not contain sufficient details to demonstrate that the proposals will not unacceptably impact on the safety, reliability and/or operation of the SRN as required by national planning and transport policy.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p>	<p>The Applicant notes that there is no disagreement regarding this document.</p> <p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p>	Agreed	3-11-23	

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
		<p>The Applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>The Applicant has during June 2024 provided further details regarding the nature, number, timings and implications of construction traffic on the SRN. National Highways has commented on the details and awaits further clarifications. The parties are confident this matter can be resolved ahead of the close of the Examination.</p>				
NH11	APP-173 6.4.19.1 Environmental Statement- Volume 4 Appendix 19.1 Full results of construction road traffic modelling	<p>Concerns</p> <p>We have no comments as such on this high-level document.</p> <p>However, as explained via our RRs, we have concerns that the Applicant's current submissions do not contain sufficient details to demonstrate that the proposals will not unacceptably impact on the safety, reliability and/or operation of the SRN as required by national planning and transport policy.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The Applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>The Applicant has during June 2024 provided further details regarding the nature, number, timings and implications of construction traffic on the SRN. National Highways has commented on the details and awaits further clarifications. The parties are confident this matter can be resolved ahead of the close of the Examination.</p>	<p>The Applicant notes that there is no disagreement regarding this document.</p> <p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p>	Agreed	3-11-23	
NH12	APP-173 6.4.19 .2 Environmental Statement- Volume 4 Appendix 19.2 Full results of construction plant modelling	<p>Concerns</p> <p>We have no comments as such on this high-level document.</p> <p>However, as explained via our RRs, we have concerns that the Applicant's current submissions do</p>	<p>The Applicant notes that there is no disagreement regarding this document.</p> <p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where</p>	Agreed	3-11-23	

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
		<p>not contain sufficient details to demonstrate that the proposals will not unacceptably impact on the safety, reliability and/or operation of the SRN as required by national planning and transport policy.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>The Applicant has during June 2024 provided further details regarding the nature, number, timings and implications of construction traffic on the SRN. National Highways has commented on the details and awaits further clarifications. The parties are confident this matter can be resolved ahead of the close of the Examination.</p>	<p>appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p>	Agreed	3-11-23	
NH13	APP-196 6.4.23.1 Environmental Statement- Volume 4 Appendix 23.1 Abnormal Indivisible Loads Assessment	<p>Concerns</p> <p>We have no comments as such on this high-level document.</p> <p>However, as explained via our RRs, we have concerns that the Applicant's current submissions do not contain sufficient details to demonstrate that the proposals will not unacceptably impact on the safety, reliability and/or operation of the SRN as required by national planning and transport policy.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>The Applicant has during June 2024 provided further details regarding the nature, number, timings and implications of construction traffic on the SRN. National Highways has commented on the details and awaits further clarifications. The parties are confident</p>	<p>The Applicant notes that there is no disagreement regarding this document.</p> <p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p>			

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
		<p>this matter can be resolved ahead of the close of the Examination.</p>				
NH14	APP-197 6.4.23.2 Environmental Statement- Volume 4 Appendix 23.2 Traffic Generation Technical Note	<p>Concerns</p> <p>We have no comments as such on this high-level document.</p> <p>However, as explained via our RRs, we have concerns that the Applicant's current submissions do not contain sufficient details to demonstrate that the proposals will not unacceptably impact on the safety, reliability and/or operation of the SRN as required by national planning and transport policy.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National Highways. To submit the required evidence for us to assess and agree.</p> <p>The applicant will need to update their DCO submission and evidence accordingly for the ExA to consider.</p> <p>The Applicant has during June 2024 provided further details regarding the nature, number, timings and implications of construction traffic on the SRN. National Highways has commented on the details and awaits further clarifications. The parties are confident this matter can be resolved ahead of the close of the Examination.</p>	<p>The Applicant notes that there is no disagreement regarding this document.</p> <p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p>	Agreed	3-11-23	

Table 3-4 Status of discussions related to Transport

Reference Number	Matter of Contention	National Highways' Position	Applicant's Position	Current Status	Date of Agreement	Comments/ Notes
NH15	Traffic attracted to, generated by or rerouted as a result of the proposals and the potential implications for the SRN	<p>Concerns</p> <p>The applicant proposes to route construction and other related traffic to locations (work sites/compounds etc) via the SRN. To date with regards to named junctions or access points, National Highways has not seen or agreed evidence demonstrating that the works would not have an unacceptable impact on safety reliability and/or operational efficiency of the SRN. Without these details there may be doubts as to whether the proposed cable route and works can be progressed in compliance with national planning and transport policy.</p> <p>Desired Actions</p> <p>The Applicant will need to work with National highways to submit the required evidence for us to assess and agree.</p> <p>The applicant will need to update the DCO submissions and evidence accordingly for the ExA to consider.</p> <p>The Applicant has during June 2024 provided further details regarding the nature, number, timings and implications of construction traffic on the SRN. National Highways has commented on the details and awaits further clarifications. The parties are confident this matter can be resolved ahead of the close of the Examination.</p>	<p>The Applicant is in consultation with National Highways regarding the concerns raised and is preparing additional evidence regarding construction access to / from the A27. Where appropriate, this additional information will be incorporated into updates to the Outline Construction Traffic Management Plan [APP-228].</p> <p>The Outline Construction Traffic Management Plan has been updated at Deadline 1 [REP1-010], Deadline 3 [REP3-031] and at Deadline 4 [REP4-045].</p> <p>A Technical Note on estimates of peak construction traffic using junctions of the Strategic Road Network data has been provided on 23/06/24.</p>	Ongoing Point of Discussion		
NH16	Policy C1/22 ('C1/22)	<p>Concerns</p> <p>DfT C1/22 <i>Strategic Road network and the delivery of sustainable development</i> was published in December 2022. All developments are now required to comply with its provisions unless material considerations indicate otherwise.</p> <p>Desired Actions</p> <p>The final travel plans will be able to reflect C1/22 requirements. But given that the main transport effects are temporary and during construction period, National Highways is satisfied that sufficient is being done by the Applicant to ensure compliance with C1/22.</p>		Agreed	3-11-23	

4. References

Rampion 2 DCO Project Glossary:

[1.7 Rampion 2 Application Document Tracker \(planninginspectorate.gov.uk\)](https://planninginspectorate.gov.uk/1.7-Rampion-2-Application-Document-Tracker)

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

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

