

Appendix J

Transport

1. Introduction

- 1.1.1.1 This Appendix has been prepared in line with the assessment of transport effects provided in **Chapter 24: Transport, Volume 2 of the Preliminary Environmental Information Report (PEIR)** (Rampion Extension Development Limited (RED), 2021). This Appendix is supplementary to the original PEIR and is intended to detail new or updated transport information sufficient to support the identification of environmental receptors, the magnitude of change, and/or resulting assessment outcomes for Longer Alternative Cable Routes (LACR) LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02. This is where these are in addition and/or may have changed compared with that presented for the onshore part of the original PEIR Assessment Boundary.
- 1.1.1.2 This Appendix includes a revised assessment of the effects in line with the maximum design scenario that has been updated to incorporate LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02. This Appendix also provides updated details regarding Public Rights of Ways (PRoWs) potentially affected by LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 alongside a revision to the outline Construction Traffic Management Plan (CTMP) including Heavy Goods Vehicles (HGV) access strategy.
- 1.1.1.3 The legislation and policy context, as well as the relevant technical guidance documents, remain unchanged from that presented at PEIR stage (RED, 2021).
- 1.1.1.4 This Appendix presents:
- the methodology for assessment of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 in this PEIR SIR (**Section 2: Methodology**);
 - details of the PEIR assessment that have not changed as a result of the updated assessment for LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 (**Section 3: Elements of transport assessment unchanged from PEIR**);
 - details on additional consultation and engagement to inform the assessment of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 (**Section 4: Consultation and engagement**);
 - details of the additional construction traffic data that has been collected since July 2021 (**Section 5: Baseline traffic data**);
 - the revised maximum design scenario that informs the assessment of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 (**Section 6: Maximum Design Scenario**);
 - the assessment of the transport effects in relation to LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 (**Section 7: Preliminary assessment – construction phase – onshore works**);
 - a summary of residual effects for transport (**Section 8: Summary of residual effects**);

- details of additional impacts to PRow (**Section 9: Outline Public Rights of Way Management Plan – PEIR SIR**); and
- details of changes to the outline CTMP provided at PEIR stage (**Section 10: Outline Construction Traffic Management Plan – PEIR SIR**).

2. Methodology

2.1.1.1 The assessment of the transport effects relating to LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 in this Appendix has been carried out in line with **Section 24.9** in **Chapter 24** of the **PEIR**. This sets out that the assessment will follow the Guidelines for the Environmental Assessment of Road Traffic (GEART) (Institute of Environmental Assessment (IEA), 1993) which identifies the following key transport environmental effects that may be affected by Proposed Development traffic:

- severance: the separation of people from places and other people and places or the impediment of pedestrian access to essential facilities;
- driver delay: traffic delays as a result of the Proposed Development traffic;
- pedestrian amenity: the effect on the relative pleasantness of a pedestrian journey as a result of changes in traffic flow, traffic composition and pavement width/separation from traffic;
- pedestrian delay: the ability of people to crossroads as a result of changes in traffic volume, composition and speed, the level of pedestrian activity, visibility and general physical conditions of the Proposed Development. Consideration will also be given to the effects on PRow users due to the closure and diversion of PRow;
- fear and intimidation: these may be experienced by people as a result of an increase in traffic volume and its proximity or the lack of protection caused by such factors as narrow pavement widths; and
- accidents and safety: the risk of accidents occurring where the Proposed Development is expected to produce a change in the character of traffic.

2.1.1.2 The guidance that is followed when assessing the potential significance of road traffic effects is summarised in GEART (IEA, 1993), which states that:

“The detailed assessment of impacts is...likely to concentrate on the period during which the absolute level of an impact is at its peak, as well as the hour at which the greatest level of change is likely to occur.” (Paragraph 3.10).

2.1.1.3 To assess the impact at its peak, the likely percentage increase in traffic is determined by comparing estimates of traffic generated by the Proposed Development with future predicted baseline traffic flows on the road links.

2.1.1.4 GEART (IEA, 1993) provides two rules that are used to establish whether an environmental assessment of traffic effects should be carried out on receptors:

- Rule 1: Include roads where traffic flows are predicted to increase by more than 30% (or where the number of HGVs is predicted to increase by more than 30%); and
- Rule 2: Include any specifically ‘sensitive’ areas where traffic flows are predicted to increase by 10% or more.

- 2.1.1.5 It should be noted that, according to GEART, predicted traffic flow increases below 10% are generally not considered to be significant as daily variations in background traffic flow may fluctuate by this amount. Changes in traffic flows below this level are, therefore, assumed not to result in significant environmental effects and have therefore not been assessed further.

2.2 Receptor sensitivity

- 2.2.1.1 Each highway link included in the assessment has been assigned a sensitivity in accordance with GEART (IEA, 1993). This is based on professional judgement and related to the proximity, volume and type of receptors along the highway link. **Table J-1** summarises the rationale used to determine the sensitivity against the corresponding receptors. This is in line with the identification of receptor sensitivity outlined in **Section 24.9** in **Chapter 24** of the **PEIR**.

Table J-1 Highways link sensitivity

Sensitivity	Description/reason	Receptor
High	Receptors of greatest sensitivity to traffic flows: schools, colleges, playgrounds, accident blackspots, retirement homes and urban/residential homes without footways that are used by pedestrians and cyclists.	Residents/workers travelling to and from work or home on foot and by car or bicycle, school children, leisure walkers and equestrians.
Medium	Receptors of medium sensitivity to change in traffic flows including: congested junctions, doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, unsegregated cycle ways, community centres, parks and recreation facilities.	Residents/workers travelling to and from work or home on foot and by car or bicycle, people visiting these land uses.
Low	Receptors with low sensitivity to change in traffic flows: places of worship, public open space, nature conservation areas, listed buildings, tourist/visitor attractions and residential areas with adequate footway provision.	Residents/workers travelling to and from work or home on foot or car or bicycle and people visiting these land uses.
Negligible	Receptors with negligible sensitivity to traffic flows including: Motorway and Dual Carriageways and/or land uses sufficiently distant from affected routes and junctions.	Residents/workers travelling by foot or by car or bicycle.

- 2.2.1.2 In accordance with GEART (IEA, 1993). where the sensitivity of a road link is judged as high or medium, Rule 2 will be applied and where traffic flows are predicted to increase by 10% or more, an assessment of environmental effects will be undertaken. Where the sensitivity is judged as low or negligible results, Rule 1 will be applied and where traffic flows are predicted to increase by more than 30%, or where the number of HGVs is predicted to increase by more than 30%, an assessment of environmental effects will be undertaken of the road link.

2.3 Magnitude of Change

- 2.3.1.1 GEART recognises that professional judgement should be used as part of the assessment and states the following:

“For many effects there are no simple rules or formulae which define thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed-up by data or quantified information wherever possible. Such judgements will include the assessment of the numbers of people experiencing a change in environmental impact as well as the assessment of the damage to various natural resources.” (Paragraph 4.5, IEA, 1993)

- 2.3.1.2 Based on the Rule 1 and Rule 2 and the sensitivity of the receptors, **Table J-2** shows the magnitude of change will be applied to the environmental effects to help identify levels of significance. The indicators to assess the magnitude of change are based on advice included within GEART and professional judgement. This is in line with the identification of magnitude of change outlined in **Section 24.9** in **Chapter 24** of the **PEIR**.

Table J-2 Magnitude of change

Transport Effect	High	Medium	Low	Negligible
Severance	Change in total traffic or HGV flows over 91%	Change in total traffic or HGV flows of 61%-90%	Change in total traffic or HGV flows of 61%-90%	Change in total traffic or HGV flows of less than 30%
Driver Delay	High increase in queuing at junctions and/or congestion on road links	Medium increase in queuing at junctions and/or congestion on road links	Low increase in queuing at junctions and/or congestion on road links	Low or no increase in queuing at junctions and/or congestion on road links
Pedestrian Amenity, Delay and Fear and Intimidation	Based on general level of pedestrian activity, visibility and physical conditions such as traffic flow, traffic composition, crossing points and pavement width/separation from traffic			
Accidents and Safety	Based on general level of pedestrian activity, visibility and physical conditions such as traffic flow, traffic composition, crossing points and pavement width/separation from traffic			

2.4 Significance evaluation methodology

- 2.4.1.1 The significance of a likely transport effect is derived by considering the sensitivity of the receptor (derived from **Table J-1**) against the magnitude of change (derived from **Table J-2**) as defined in **Table J-3**. This is in line with the identification of significance outlined in **Section 24.9** in **Chapter 24** of the **PEIR**.

Table J-3 Significance evaluation matrix

		Magnitude of Change			
		High	Medium	Low	Negligible
Receptor Sensitivity	High	Major (Significant)	Major (Significant)	Moderate (Significant)	Negligible (Not significant)
	Medium	Major (Significant)	Moderate (Significant)	Minor (Not significant)	Negligible (Not significant)
	Low	Moderate (Significant)	Minor (Not significant)	Minor (Not significant)	Negligible (Not significant)
	Negligible	Negligible (Not significant)	Negligible (Not significant)	Negligible (Not significant)	Negligible (Not significant)

2.4.1.2 The following terms have been used to classify the level of transport effects, where they are predicted to occur:

- **major adverse or major beneficial** – where the Proposed Development will cause a significant deterioration or improvement to the existing environment;
- **moderate adverse or moderate beneficial** – where the Proposed Development will cause a noticeable deterioration or improvement to the existing environment;
- **minor adverse or minor beneficial** – where the Proposed Development will cause a small deterioration or improvement to the existing environment; and
- **negligible** – no discernible deterioration or improvement to the existing environment.

2.4.1.3 For the purposes of the transport assessment presented in this Appendix, major and moderate effects are considered to be Significant, whilst minor and negligible effects are considered 'Not Significant'.

2.4.1.4 Effects can also be described, for example, as:

- beneficial, negligible or adverse;
- temporary (short-term, medium-term, long-term) or permanent; and
- local, district, regional or national.

3. Elements of transport assessment unchanged from PEIR

3.1.1.1 The elements of assessment from **Chapter 24: Transport of the PEIR** which have not changed as a result of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 include:

- Preliminary assessment: operation and maintenance phase – onshore impacts of offshore works: LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 would not have any impact on the offshore works, traffic generation or programme;
- Preliminary assessment: decommissioning phase – onshore works: The assessment of the decommissioning effects was only presented at PEIR for the onshore substation works. The traffic flows related to the onshore substation decommissioning are unchanged from PEIR; and
- Preliminary assessment: cumulative effects: At this stage for the PEIR SIR, this is unchanged from what was set out in **Section 24.13 of Chapter 24 of the PEIR**. This will be revisited at the Development Consent Order (DCO) Application submission stage and informed by further consultation.

3.1.1.2 There are also a number of technical details within this Appendix that have remained unchanged from those in **Chapter 24 of the PEIR**.

- Baseline traffic data base year: Baseline traffic data presented for a base year of 2021 in line with the assessment provided in the original PEIR, with a no resultant change to traffic growth rates;
- Temporal scope of assessment: This is unchanged from the original PEIR including future years of 2025/26 with no resultant change to traffic growth rates;
- Traffic distribution: This remains as presented in **Section 24.8 of Chapter 24 of the PEIR**. As such the baseline presented in **Section 24.6 of Chapter 24 of the PEIR** remains valid for the assessment in this Appendix except for baseline traffic data as set out in **Section 5**; and
- Assessment of the delivery of Abnormal Indivisible Loads (AILS): The assessment of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 has no effect on the delivery of the AILs to the onshore substation. Therefore, **Appendix 24.3: Outline Abnormal Indivisible Loads Assessment, Volume 4 of the PEIR** remains valid.

4. Consultation and engagement

- 4.1.1.1 In addition to the consultation and engagement set out in **Section 24.3** of **Chapter 24** of the **PEIR**, additional engagement with National Highways was undertaken to inform assessment in this Appendix.
- 4.1.1.2 An online Microsoft Teams meeting was undertaken on the 21 July 2022 with a technical focus on the requirement to use temporary construction accesses directly onto A27 east of Crossbush. These locations were not considered as temporary construction accesses direct onto the A27 at PEIR stage and had not been previously identified in discussions with National Highways.
- 4.1.1.3 It was agreed through engagement with National Highways that it would be appropriate to use the accesses for temporary construction accesses, known as P1 to P4 (described in **Section 6**). These temporary construction accesses would be required to allow for construction of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02.

5. Baseline traffic data

- 5.1.1.1 At PEIR stage, it was agreed with West Sussex County Council (WSSCC) highways officers that baseline traffic flows can be derived from existing traffic counts. Most of the existing traffic counts data is taken from either permanent count locations maintained by WSSCC/Department for Transport (DfT) or one-off counts within the WSSCC (2020b) online traffic count database and for dates ranging between 2008 and 2019 (**Section 24.6 of Chapter 24 of the PEIR**).
- 5.1.1.2 This approach resulted in one location, Ferry Road (Highways Link 1) not having any traffic data to use to determine baseline conditions.
- 5.1.1.3 The approach at PEIR stage also resulted in four other locations including Crossbush Lane (Highways Link 10), A280 Long Furlong (Highways Link 15), A283 East of Washington (Highways Link 17) and B2188 Sayers Common (Highways Link 29) using data that was from pre-2010.
- 5.1.1.4 It was stated at PEIR stage that, for the five location locations where no data or older data was used, the assessment would be informed by new traffic counts in support of the DCO Application.
- 5.1.1.5 These traffic counts were undertaken in mid-2022 and as such are available for use in this PEIR SIR assessment and therefore, for completeness, this data has been included in the assessment in this Appendix. It should be noted however, that the Automatic Traffic Counts (ATCs) undertaken at Highways Link 10, Crossbush Lane is not required in this revised PEIR SIR assessment. This is because this link does not receive any Proposed Development traffic as a result of the revised Maximum Design Scenario (outlined in **Section 6**).
- 5.1.1.6 **Table J-4** sets out the Annual Average Traffic Flows (AATF) for the four locations that have been surveyed in 2022 since the original PEIR was published.

Table J-4 Baseline data – 2022 Traffic surveys

Highways Link	Light Vehicles (LVs)	Heavy Goods Vehicles (HGVs)	Total Vehicles
1 – Ferry Road	1611	314	1925
15 – A280 Long Furlong	14927	3653	18580
17 – A283 East of the A24	9104	2326	11430
29 – B2188 Sayers Common	5859	1497	7356

6. Maximum Design Scenario

- 6.1.1.1 At PEIR stage, the preliminary assessment of transport implemented a parameter-based design envelope approach. This ensured that the assessment considered a maximum design scenario (**Section 24.8 of Chapter 24 of the PEIR**) whilst allowing the flexibility to make improvements in the future in ways that cannot be predicted at the time of submission of the DCO Application. The assessment of the maximum design scenario for each receptor established the maximum potential adverse impact and as a result impacts of greater adverse significance will not arise should any other development scenario to that assessed within the **Chapter 24 of the PEIR** be taken forward in the final scheme design.
- 6.1.1.2 The assessment of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 in this Appendix follows the same approach, taking into account the optionality presented across the original PEIR and the PEIR SIR. This approach considers a single onshore cable corridor from landfall through to a single onshore substation before connecting by a single onshore cable corridor into the existing National Grid Bolney substation. **Table J-5** sets out the construction phase maximum assessment assumptions used in this assessment.

Table J-5 Maximum assessment assumptions for impacts on transport

Maximum assessment assumptions	Justification
<p>The anticipated maximum total construction duration for the major construction/installation elements is approximately four years.</p> <p>Landfall</p> <ul style="list-style-type: none"> ● Permanent landfall site. ● Underground cable from onshore to offshore. <p>Landfall construction compound</p> <ul style="list-style-type: none"> ● Compound dimensions: 100m x 75m (length and width). ● Six months construction duration. ● Permanent access to Ferry Road. <p>Onshore cable corridor:</p> <ul style="list-style-type: none"> ● Up to 50m wide temporary construction corridor within the onshore part of the PEIR Assessment Boundary with approximate length of 40.25km (LACR-01a - LACR-01c) option). 	<p>The maximum assessment assumptions are the elements of the Proposed Development that will generate the maximum number of vehicles that could be generated from the construction phase affecting the local and strategic highways network.</p>

Maximum assessment assumptions	Justification
<ul style="list-style-type: none"> ● Total construction duration up to three years for the onshore cable route. ● Up to four trenches with burial depth target of 1.2m standard cover (minimum) to top of duct. ● Trench width at base 0.65m with a ● maximum of 0.9m. ● Trench width at surface. Soft soil: between 2m and 4m dependant on soil strength. Maximum angle of trench dependent on soil strength. Hard/solid ground: Same as base trench width. ● Trenchless crossing of all major roads and railways ● Access as follows (LACR-01and LACR-01c option): <ul style="list-style-type: none"> ▶ Six temporary construction accesses. ▶ 31 temporary construction accesses to later be used as permanent accesses for the operation and maintenance phase. ▶ Seven temporary light construction accesses. ▶ 26 permanent accesses to be used in the operation and maintenance phase. ▶ 70 total access locations. <ul style="list-style-type: none"> ● Temporary construction haul road width 6-10m. <p>Temporary construction compounds:</p> <ul style="list-style-type: none"> ● Three temporary construction compounds and options for a fourth. ● Temporary construction compounds have a use duration of 3.5 years per compound. ● Size of temporary construction compounds: approximately 4 hectares (ha) per compound. <p>Trenchless crossing compounds:</p> <ul style="list-style-type: none"> ● Trenchless crossing compound dimensions: 50m x 75m (length and width). ● 3 to 4 months construction duration. <p>Onshore substation:</p>	

Maximum assessment assumptions	Justification
<ul style="list-style-type: none"> ● Permanent area of site for all infrastructure – 5.9ha. ● Temporary works area – 2.5ha. ● Large loads (transformers) requiring abnormal loads. ● Duration of construction of the onshore substation – up to three years. ● Permanent access. 	
6.1.1.3	<p>For the onshore impacts, the PEIR SIR Assessment Boundary, within which the onshore elements of the Proposed Development and associated infrastructure will be located, comprises a degree of optionality which will be refined for the DCO Application. This optionality now includes additional onshore cable corridor route options beyond those presented at PEIR. Whilst a number of these options will not be required in the final design of the onshore elements of the Proposed Development, the assessment of onshore transport effects at the PEIR SIR stage assumes a worst-case scenario that will generate the maximum amount of traffic on the local and strategic highways network.</p>
6.1.1.4	<p>Whilst effects may be overstated in this approach, it will ensure assessment within the PEIR SIR is robust and in keeping with the assessment presented at original PEIR stage. Therefore, effects that are more significant than those presented in the PEIR SIR are not predicted to occur within the development scenarios that have been assessed at this stage.</p>
6.1.1.5	<p>To allow for a robust assessment of the construction phase of the onshore elements of the Proposed Development in the PEIR SIR, the impact of a fixed Proposed Development is required. This fixed development will take the worst case for traffic generation and is known as the maximum design scenario.</p>
6.1.1.6	<p>Table J-6 sets out the details of component options selected to inform this PEIR SIR assessment of the onshore cable corridor as set out in Appendix A of the PEIR SIR. This table should be read in conjunction with Table 24-18 in Chapter 24 of the PEIR to understand the changes in assessment.</p>

Table J-6 Assessment options for onshore PEIR Assessment

Onshore element of the Proposed Development	Section 1	Section 2	Section 3
Landfall	Climping Landfall Site (Access 1)		
Onshore cable corridor options	LACR-01 (LACR-01a and LACR-01c) (Lyminster to Washington)		Wineham Lane North
Temporary construction compound	West of the River Arun (Climping (2a)	North of Washington (12a)	Oakendene Industrial Estate Access Points (28a)
Temporary construction accesses	1, 2a, 4, 5, P1, P2, P3 P4, P5, P6, P7 and P8	12, 13, 14, 16a	20, 22, 24 27, 29, 30, 32
Onshore Substation Site	Wineham Lane North (Access 32)		

6.1.1.7 **Table J-6** sets out the key change in the maximum design scenario to that presented at PEIR stage which is the use of LACR-01 (LACR-01a and LACR-01c) instead of Warningcamp C and Norfolk Clump Eastern Options utilised in **Chapter 24 of the PEIR**. This also results in a need to use new accesses to the proposed LACR-02 (P1 to P8).

6.1.1.8 The total traffic generation at PEIR (Base Case) and updated to include for LACR-01 and LACR-02 is outlined in **Table J-7**.

Table J-7 Assessment options for onshore PEIR Assessment

	Total LVs	Total HGVs	Total Traffic Generation
Base Case (PEIR)	157,700	59,900	217,699
LACR-01 (LACR - 1a and LACR 1B)	164,000	58,500	222,500
LACR-01 (LACR-01a and LACR-01c)	174,000	61,600	235,600
LACR 02 (LACR-02 and LACR-01c)	172,100	59,800	231,900

- 6.1.1.9 The updated total traffic generation outlined in **Table J-7** above has informed the assessment and outlines LACR-01 (LACR-01a and LACR-01c) as the revised worst-case scenario for traffic generation.
- 6.1.1.10 **Figure J-1** sets out the locations of the new temporary construction accesses used within this PEIR SIR assessment as set out in **Table J-6**, including the new accesses P1 to P8. These are the additional access points to the local and strategic highways network needed to allow for the construction of LACR-01 and LACR-02. Details of the new accesses P1 to P8 are included below;
- P1 – AA-05 – Temporary construction (and permanent) access to A284 – Lyminster Road;
 - P2 – AA-16 and AA-17 – Temporary construction accesses to A24 Westbound (AA-16 temporary construction access only and AA-17 permanent only);
 - P3 – AA-18 – Temporary construction and permanent access (Decoy Lane) to A24 Westbound;
 - P4 – within LACR-01a – Temporary construction access (Hammerpot) to unnamed road which links to A24 Eastbound;
 - P5 – AA-21 – Temporary construction and permanent access to Michelgrove Lane;
 - P6 – AA-22 and AA-23 – Temporary construction and permanent accesses to Michelgrove Lane;
 - P7 – AA-24 – Temporary construction and permanent access to Longfurlong Lane; and
 - P8 – AA-25 – Temporary construction and permanent access from A280
- 6.1.1.11 Temporary construction accesses to the onshore cable corridor have been selected based on those the furthest for the strategic road network (SRN) or those with longer temporary construction haul roads which would generate more construction traffic for a robust assessment.
- 6.1.1.12 The construction traffic flow estimations have been based on the following elements of the construction phase for the onshore elements of the Proposed Development:
- trenchless crossing compound works;
 - trenchless crossing drilling;
 - temporary construction compound mobilisation;
 - construction of the temporary construction compounds;
 - landfall works;
 - clearing of sites;
 - temporary and permanent access construction works;
 - construction materials deliveries;
 - onshore cable trenching;

- transition joint bay construction works;
- duct installation, onshore cable pulling and reinstatement;
- temporary construction access roads and haul road reinstatement;
- temporary construction compound reinstatement; and
- construction of the onshore substation.

6.1.1.13 Construction traffic generation of all of these elements has been predicted across the proposed four-year construction schedule. This has resulted in vehicle movement predictions per vehicle type on a weekly basis per access point, split into HGV and light vehicles, with the latter being further split into staff vehicles and construction Light Goods Vehicles (LGVs) such as vans and pick-up trucks.

6.1.1.14 The detailed methodology and traffic calculations undertaken to inform this output have followed the same methodology presented in the **Appendix 24.4: Onshore construction traffic assessment, Volume 4 of the PEIR**).

7. Preliminary assessment – construction phase – onshore works

- 7.1.1.1 To undertake the assessment of effects of the traffic generated by the Proposed Development, the traffic flows need to be estimated and trips distributed onto the road network.
- 7.1.1.2 These trips for the peak construction phase of the Proposed Development have been added to future baseline years to provide a clear impact of the difference between the growth of future baseline and the growth of future baseline 'with Development'.
- 7.1.1.3 The significance has been assessed against GEART (IEA, 1993) Rule 1 (30% or above) and Rule 2 (10% or above). Where the change is considered significant, further assessment has been made using the criteria in GEART.
- 7.1.1.4 The assessment in this section includes for all of the relevant embedded environmental measures applicable to the construction phase including C-1, C-2, C-18, C-157, C-158, C-159, C-165, C-166 and C-169. Details of these embedded environmental measures are set out in **Table 24-21** of **Chapter 24** of the **PEIR** and **Appendix F** of the **PEIR SIR**.

7.2 Magnitude of change

- 7.2.1.1 **Table J-8** sets out the magnitude of change of the proposed peak daily (24 hour) development traffic on the identified highways links and presents the following information:
- future year baseline traffic per highways link for 2026 or 2027 based on which year the peak week at each highways link is predicted to occur for vehicles and HGVs;
 - the predicted daily traffic flows per highways link for total vehicles and HGVs; and
 - the percentage impact of the Proposed Development traffic per highways link for total vehicles and HGVs.
- 7.2.1.2 In **Table J-8**, highways links percentage impacts identified that exceed the GEART (IEA, 1993) assessment thresholds (10%/30%) based on the highways link sensitivity are set out in **red**.

Table J-8 Onshore construction traffic percentage impact per highways link

Link No	Future Year Base Traffic (2026/27)		Peak Week Construction Traffic (per day)		Magnitude of change percentage impact	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
1	2069	338	34	26	1.6%	7.7%
2	11238	1221	278	90	2.5%	7.4%
3	6672	274	24	0	0.4%	0.0%
4	26154	1410	56	40	0.2%	2.8%
5	24805	928	284	102	1.1%	11.0%
6	14671	597	164	102	1.1%	17.1%
7	15000	750	168	110	1.1%	14.7%
9	36249	1747	22	22	0.1%	1.3%
11	35365	1903	126	92	0.4%	4.8%
12	25323	1000	102	82	0.4%	8.2%
13	34218	1096	110	82	0.3%	7.5%
14	29019	685	14	0	0.0%	0.0%
15	20044	3927	124	96	0.6%	2.4%
16	24434	812	74	24	0.3%	3.0%
17	12422	2543	84	60	0.7%	2.4%
18	3858	116	26	14	0.7%	12.1%
19	22776	633	25	0	0.1%	0.0%
20	39448	1772	36	0	0.1%	0.0%
21	7140	398	44	22	0.6%	5.5%
22	8792	378	22	22	0.3%	5.8%
23	6811	155	36	12	0.5%	7.7%
24	25077	1091	58	0	0.2%	0.0%
25	18933	820	58	0	0.3%	0.0%

Link No	Future Year Base Traffic (2026/27)		Peak Week Construction Traffic (per day)		Magnitude of change percentage impact	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total Vehicles	HGVs
26	948	17	126	46	13.3%	265.5%
27	18917	797	190	74	1.0%	9.3%
28	80525	4431	50	20	0.1%	0.5%
29	7995	1636	22	22	0.3%	1.3%
30	3525	164	6	6	0.2%	3.7%
31	88049	3434	46	20	0.1%	0.6%
32	72880	2666	44	32	0.1%	1.2%
33	79718	3141	20	14	0.0%	0.4%
34	28609	594	28	0	0.1%	0.0%
35	27415	508	46	0	0.2%	0.0%

7.2.1.3 Highways Links 8 and 10 have been removed from the magnitude of impact table. These receptors were included at PEIR as they received development traffic to construct the PEIR maximum design scenario. For the assessment in this PEIR SIR, there is no traffic across these receptors and as such they have not been included in the assessment.

7.2.2 Sensitivity of receptor

7.2.2.1 The sensitivity of receptors has not changed since PEIR stage as set out within **Table 24-28** in **Chapter 24** of the PEIR.

7.3 Significance of residual effect

7.3.1.1 **Table 24-28** in **Chapter 24** of the PEIR sets out the sensitivity of the highways links assessed based on the receptors present and the GEART (IEA, 1993) rules regarding change in traffic flows. **Table J-8** sets out the percentage change for traffic flows and HGVs.

7.3.1.2 Where the percentage change is 30% or more on non-sensitive sections (Rule 1) or 10% or more on sensitive sections (Rule 2), an assessment of the environmental effects is needed. Based on the results presented in **Table J-8** and the defined sensitivities set out within **Table 24-28** in **Chapter 24** of the PEIR, there are four highway links where the percentage change in HGVs results in the need for an assessment.

7.3.1.3 The four highway links that require detailed environmental assessment are as follows:

- Highways Link 5 – A259 West of Wick;
- Highways Link 6 – A284, North of Wick;
- Highways Link 7 – A284, Lyminster; and
- Highways Link 26 – Wineham Lane, South of the A272.

7.3.1.4 The four highways links where the volume of Proposed Development traffic exceeds the impact threshold percentages require further assessment. On all other highways links, the percentage change in traffic flows or HGVs does not trigger the need for an assessment of environmental effects based on the rules set out in GEART.

7.3.2 Highways Link 5 – A259 West of Wick

7.3.2.1 As set out in **Table J-8**, the total HGV flows are predicted to increase on this link by 11.0% over the 24-hour period (an increase of 102 HGVs). The sensitivity of the highways link has been identified as **high**.

7.3.2.2 **Table J-9** sets out the assessment of the transport environmental effects at the highways link and the significance of effect.

Table J-9 Highway Link 5 – assessment of transport environmental effects

Effect	Comments	Magnitude of change	Significance of residual effect
Severance	The change in HGVs on the link is less than 30% and based on Table J-2 , the magnitude of change is negligible . The significance of effect on severance based on Table J-3 is negligible .	Negligible	Negligible (Not Significant)
Driver delay	In this location, the A259 is a two lane carriageway which routes through built up a section of Wick. The increase at the peak of construction phase is predicted to be an additional 102 HGVs per working day which, based on a 07:00 – 19:00 HGV workday (12 hours), will result in approximately 10 additional HGVs per hour (or one HGV every 6 minutes). It is not considered that this will result in any delay to drivers on the highway link or local junctions. It should also be noted	Negligible	Negligible (Not Significant)

Effect	Comments	Magnitude of change	Significance of residual effect
	<p>that at this link the peak will only last for one week. Either side of Week 78 traffic falls away to lower levels. Therefore, the magnitude of change is negligible.</p> <p>The significance of effect on driver delay based on Table J-3 is negligible.</p>		
Pedestrian amenity, Pedestrian delay and Fear and intimidation	<p>The A259 in Wick has numerous crossings of the highway including at the junction with the A284 and to the north with a dropped crossing with a central refuge island. The footway widths in Wick are wide and are 2m to 3.9m wide. Footways run along both sides of the road. These formal crossings and footways accommodate for the pedestrian desire lines in this built-up area.</p> <p>During the peak of the construction phase, it is anticipated that an additional HGV will be generated every 6 minutes on the link. Therefore, based on professional judgement, it is considered that this will not be perceptible to pedestrians wishing to cross the road. Therefore, the magnitude of change is negligible for the pedestrian amenity, pedestrian delay and fear and intimidation. The significance of effect on pedestrian amenity, pedestrian delay and fear and intimidation based on J-3 is negligible.</p>	Negligible	Negligible (Not Significant)
Accidents and safety	<p>Assessment undertaken in Table 24-14 Chapter 24 of the PEIR indicates that the A259 between the A259 and A27 has an accident rate of 0.41 per million vehicle kilometres which is below the average for an urban A road (0.42).</p> <p>The Proposed Development will result in only a single additional HGV every 6 minutes in the construction phase peak. Therefore, the magnitude of change for</p>	Negligible	Negligible (Not Significant)

Effect	Comments	Magnitude of change	Significance of residual effect
	accidents and safety is negligible . The significance of effect on accidents and safety based on J-3 is negligible .		
7.3.2.3	Based on Table J-9 , the overall significance of residual effects at Highways Link 5 and associated receptors is therefore considered to be negligible which is Not Significant in EIA terms.		
7.3.3	Highways Link 6 – A284, North of Wick		
7.3.3.1	As set out in Table J-10 , the total HGV flows are predicted to increase on this link by 17.1% over the 24-hour period (an increase of 102 HGVs). The sensitivity of the highways link has been identified as high .		
7.3.3.2	Table J-10 sets out the assessment of the transport environmental effects at the highways link and the significance of effect.		

Table J-10 Highway Link 6 – assessment of transport environmental effects

Effect	Comments	Magnitude of change	Significance of residual effect
Severance	The change in HGVs on the link is less than 30% and based on Table J-2 . Therefore, the magnitude of change is negligible . The significance of effect on severance based on Table J-3 is negligible .	Negligible	Negligible (Not Significant)
Driver delay	In this location, the A284 is a two lane carriageway which routes through built up a section of Wick. The increase at the peak of construction phase is predicted to be an additional 102 HGVs per working day which, based on a 07:00 – 19:00 HGV workday (12 hours), will result in approximately 10 additional HGVs per hour (or one HGV every 6 minutes). It is not considered that this will result in any delay to drivers on the highway link or local junctions. It should also be noted that at this link the peak will only last for	Negligible	Negligible (Not Significant)

Effect	Comments	Magnitude of change	Significance of residual effect
	<p>one week. Either side of Week 78 traffic falls away to lower levels. Therefore, the magnitude of change is negligible.</p> <p>The significance of effect on driver delay based on Table J-3 is negligible.</p>		
<p>Pedestrian amenity, Pedestrian delay and Fear and intimidation</p>	<p>The A284 in Wick has numerous crossings of the highway including at the junction with the A284 and to the north with a dropped crossing with a central refuge island. The footway widths in Wick are wide and are 2m to 3.9m wide. Footways run along both sides of the road. These formal crossings and footways accommodate for the pedestrian desire lines in this built-up area.</p> <p>During the peak of the construction phase, it is anticipated that an additional HGV will be generated every 6 minutes on the link. Therefore, based on professional judgement, it is considered that this will not be perceptible to pedestrians wishing to cross the road. Therefore, the magnitude of change is negligible for the pedestrian amenity, pedestrian delay and fear and intimidation. The significance of effect on pedestrian amenity, pedestrian delay and fear and intimidation based on Table J-3 is negligible.</p>	Negligible	Negligible (Not Significant)
<p>Accidents and safety</p>	<p>Assessment undertaken in Table 24-14 Chapter 24 of the PEIR indicates that the A259 between the A259 and A27 has an accident rate of 0.48 per million vehicle kilometres which is above the average for an urban or rural A road.</p> <p>Detailed assessment of the link through Wick indicates 10 accidents in the time frame of assessment. For pedestrians, crossings of the highway are provided in Wick.</p>	Negligible	Negligible (Not Significant)

Effect	Comments	Magnitude of change	Significance of residual effect
	The Proposed Development will result in only a single additional HGV every 6 minutes in the construction phase peak. Therefore, the magnitude of change is negligible . The significance of effect on accidents and safety based on Table J-3 is negligible .		

7.3.3.3 Based on **Table J-10**, the overall significance of residual effects at Highways Link 6 and associated receptors is therefore considered to be **negligible** which is **Not Significant** in EIA terms.

7.3.4 Highways Link 7 – A284, Lyminster

7.3.4.1 As set out in **Table J-8**, the total HGV flows are predicted to increase on this link by 14.7% over the 24-hour period (an increase of 110 HGVs). The sensitivity of the highways link has been identified as **high**.

7.3.4.2 **Table J-11** sets out the assessment of the transport environmental effects at the highways link and the significance of effect.

Table J-11 Highway Link 7 – assessment of transport environmental effects

Effect	Comments	Magnitude of change	Significance of residual effect
Severance	The change in HGVs on the link is less than 30% and based on Table J-2 , the magnitude of change is negligible . The significance of effect on severance based on Table J-3 is negligible .	Negligible	Negligible (Not Significant)
Driver delay	In this location, the A284 is a two lane carriageway which routes through built up a section of Lyminster. The increase at the peak of construction phase is predicted to be an additional 110 HGVs per working day which, based on a 07:00 – 19:00 HGV workday (12 hours), will result in approximately 10 additional HGVs per hour (or one HGV every 6 minutes). It is not	Negligible	Negligible (Not Significant)

Effect	Comments	Magnitude of change	Significance of residual effect
Pedestrian amenity, Pedestrian delay and Fear and intimidation	<p>considered that this will result in any delay to drivers on the highway link or local junctions. It should also be noted that at this link the peak will only last for one week. Either side of Week 78 traffic falls away to lower levels. Therefore, the magnitude of change is negligible.</p> <p>The significance of effect on driver delay based on J-3 is negligible.</p> <p>The A284 in Lyminster has no existing formal crossing points as there are no obvious pedestrian desire lines. There are footways along both sides of the road through the settlement and the speed limit is 30mph.</p> <p>During the peak of the construction phase, it is anticipated that an additional HGV will be generated every 6 minutes on the link. Therefore, based on professional judgement, it is considered that this will not be perceptible to pedestrians wishing to cross the road. Therefore, the magnitude of change is negligible for the pedestrian amenity, pedestrian delay and fear and intimidation. The significance of effect on pedestrian amenity, pedestrian delay and fear and intimidation based on Table J-3 is negligible.</p>	Negligible	Negligible (Not Significant)
Accidents and safety	<p>Assessment undertaken in Table 24-14 in Chapter 24 of the PEIR indicates that the A284 between the A259 and A27 has an accident rate of 0.48 per million vehicle kilometres which is above the average for an urban or rural A road.</p> <p>This assessment is for the entire link while the receptors considered within this section relate to the A284 within Lyminster. Detailed assessment of the link through Lyminster indicates 6 accidents in the time frame of</p>	Negligible	Negligible (Not Significant)

Effect	Comments	Magnitude of change	Significance of residual effect
	<p>assessment, clustered around vehicles existing Church Lane.</p> <p>The Proposed Development will result in only a single additional HGV every 6 minutes in the construction phase peak. Therefore, the magnitude of change is negligible. The significance of effect on accidents and safety based on Table J-3 is negligible.</p>		

7.3.4.3 Based on **Table J-11**, the overall significance of residual effects at Highways Link 7 and associated receptors is therefore considered to be **negligible** which is **Not Significant** in EIA terms.

7.3.5 Highways Link 26 – Wineham Lane, South of the A272

7.3.5.1 As set out in **Table J-8**, the total HGV flows are predicted to increase on this link by 265.5% over the 24-hour period (an increase of 46 HGVs). The sensitivity of the highways link has been identified as **low**.

7.3.5.2 **Table J-12** sets out the assessment of the transport environmental effects at the highways link and the significance of effect.

Table J-12 Highway Link 26 – assessment of transport environmental effects

Effect	Comments	Magnitude of change	Significance of residual effect
Severance	<p>Wineham Lane has a very low baseline of HGVs across 24 hours (17 HGVs) and that just a small increase of 46 two-way additional HGVs a day at the peak leads to a very high percentage impact.</p> <p>The increase at the peak of the construction phase is predicted to be an additional 46 HGVs per working day which, based on a 07:00 – 19:00 HGV workday (12 hours), will result in approximately 4 additional HGVs per hour or one HGV every 15 minutes.</p> <p>Wineham Lane between the A283 and</p>	Negligible	Negligible (Not Significant)

Effect	Comments	Magnitude of change	Significance of residual effect
Driver delay	<p>the Wineham Lane North onshore substation search area has no pedestrian footway and no clear desire.</p> <p>The change in HGVs on the link more than 90% and based on Table J-2 is therefore moderate.</p> <p>However, further consideration is required of this highways link as there is such a low baseline of HGVs. An additional HGV every 15 minutes for the peak week of the construction phase, considering traffic would be lower either side of this week, is not considered a moderate impact using professional judgement.</p> <p>As such, the magnitude of change is considered to be negligible. Therefore, the significance of residual effect on severance based on Table J-3 is negligible.</p> <p>In this location, Wineham Lane is a two-way single carriageway which routes through a partially rural setting. The exiting traffic flows on the link are very low, especially for HGVs.</p> <p>The increase at the peak of construction phase is predicted to be an additional 46 HGVs per working day which, based on a 07:00 – 19:00 HGV workday (12 hours), will result in approximately 4 additional HGVs per hour (or one HGV every 15 minutes). It is not considered that this will result in any delay to drivers on the highway link or local junctions. It should also be noted that at this link the peak will only last for one week. Either side of week 83 traffic falls away to lower levels. Therefore, the magnitude of change is negligible.</p>	Negligible	Negligible (Not Significant)

Effect	Comments	Magnitude of change	Significance of residual effect
	<p>The significance of effect on driver delay based on Table J-3 is negligible.</p>		
<p>Pedestrian amenity, Pedestrian delay and Fear and intimidation</p>	<p>Wineham Lane in this location has no footways, formal crossings of the road and there are no desire lines for pedestrians to cross the road.</p> <p>There are low HGV flows per day at the peak of the construction phase (46 HGVs per working day) combined with the lack of pedestrian infrastructure and desire lines. Therefore, the magnitude of change is negligible. The significance of effects on pedestrian amenity, pedestrian delay and fear and intimidation based on Table J-3 is negligible.</p>	<p>Negligible</p>	<p>Negligible (Not Significant)</p>
<p>Accidents and safety</p>	<p>Assessment undertaken within Table 24-14 in Chapter 24 of the PEIR indicates that the Wineham Lane between the A272 and B2115 has an accident rate of 0.54 per million vehicle kilometres which is above the average for a rural “other” road.</p> <p>The Proposed Development will result in only a single additional HGV every 15 minutes in the peak of the construction phase. Therefore, the magnitude of change is negligible. The significance of effect on accidents and safety based on Table J-3 is negligible.</p>	<p>Negligible</p>	<p>Negligible (Not Significant)</p>

7.3.5.3 Based on **Table J-11**, the overall significance of residual effects at Highways Link 26 and associated receptors is therefore considered to be **negligible** which is **Not Significant** in EIA terms.

8. Summary of residual effects

8.1.1.1 **Table J-13** presents a summary of the preliminary assessment of significant effects, any relevant embedded environmental measures and residual effects on transport receptors. This covers the revised maximum design scenario LACR-01 (LACR-01a and LACR-01c) for the construction phase. The embedded environmental measures relevant to the assessment of transport effects are set out within **Table 24-21** in **Chapter 24** of the **PEIR** and in **Appendix F** of the **PEIR SIR**.

Table J-13 Summary of residual effects

Activity and Impact	Magnitude of change	Receptor and sensitivity	Embedded environmental Measures	Preliminary assessment of residual effect (significance)
Severance	4 Links where GEART thresholds are triggered	5 – High 6 – High 7 – High 26 – Low	C-1, C-2, C-18, C-157, C-158, C-159, C-165, C-166, C-169	Negligible – Not significant
Driver delay	4 Links where GEART thresholds are triggered	5 – High 6 – High 7 – High 26 – Low	C-1, C-2, C-18, C-157, C-158, C-159, C-165, C-166, C-169	Negligible – Not significant
Pedestrian amenity, Pedestrian delay and Fear and intimidation	4 Links where GEART thresholds are triggered	5 – High 6 – High 7 – High 26 – Low	C-1, C-2, C-18, C-157, C-158, C-159, C-165, C-166, C-169	Negligible – Not significant
Accidents and safety	4 Links where GEART thresholds are triggered	5 – High 6 – High 7 – High 26 – Low	C-1, C-2, C-18, C-157, C-158, C-159, C-165, C-166, C-169	Negligible – Not significant

9. Outline Public Rights of Way Management Plan – PEIR SIR

9.1.1.1 **Appendix 24.2: Outline Public Rights of Way Management Plan (PRoWMP), Volume 4 of the PEIR** presented the impacts on PRoW, permissive paths and Open Access Land (OAL) related to the construction phase. The Outline PRoWMP considered all optionality being considered at PEIR stage.

9.1.1.2 This Section outlines the additional effects from the introduction of LACR-01 (LACR-01a, LACR-01b, LACR-01c) and LACR-02 on PRoWs, permissive paths and Open Access Land.

9.2 Public Rights of Way

9.2.1.1 **Table J-14** sets out the additional PRoW based on the inclusion of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02. The table only includes for PRoW that have not already been considered at PEIR stage and this assessment should be read in conjunction with **Table 2-1, Appendix 24.2: Outline Public Rights of Way Management Plan (PRoWMP), Volume 4 of the PEIR**.

9.2.1.2 **Table J-14** sets out the following:

- ID Number of PRoW – PEIR SIR;
- PRoW Number – based on WSCC numbering convention;
- Type of PRoW – Footpath, bridleway, byway open to traffic or restricted byway;
- Type of impact on PRoW – the impact on the PRoW from the Proposed Development;
- The LACR which causes the effect on the PRoW;
- Nature of the PRoW at location (layout surface) – details of the existing PRoW; and
- Type of impact (temporary or permanent).

Table J-14 Additional PRowS impacted by the onshore elements of the Proposed Development (PEIR SIR)

ID No.	PRow No.	Type of PRow	Type of impact on PRow	LACR	Nature of PRow at location (layout surface)	Type of impact (Temporary/ Permanent)
SIR1	2022	Footpath	<p>Footpath crossed by open cut trenching method as part of construction of the onshore cable corridor.</p> <p>Footpath also routes along a temporary construction access track for a short distance near the A27.</p>	LACR-01a	Footpath running across a field and route on track through industrial estate.	Temporary
SIR2	2199	Footpath	<p>Footpath crossed by open cut trenching method as part of construction of the onshore cable corridor.</p> <p>Footpath also routes along a temporary construction access track for a short distance near the A27.</p>	LACR-01a	Footpath running across a field and route on track through industrial estate.	Temporary
SIR3	2198	Footpath	Footpath crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRow.	LACR-01a	Footpath running across a field.	N/A

ID No.	PRoW No.	Type of PRoW	Type of impact on PRoW	LACR	Nature of PRoW at location (layout surface)	Type of impact (Temporary/Permanent)
SIR4	2176	Footpath	Footpath crossed by open cut trenching method as part of construction of the onshore cable corridor.	LACR-01a	Footpath running across a field.	Temporary
SIR5	2190	Footpath	Footpath crossed by open cut trenching method as part of construction of the onshore cable corridor.	LACR-01a	Footpath running across a field.	Temporary
SIR6	2188	Bridleway	Bridleway crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRoW.	LACR-01a	Bridleway along wooded track.	N/A
SIR7	2208	Bridleway	Bridleway crossed by open cut trenching method as part of construction of the onshore cable corridor	LACR-01a	Bridleway along wooded track.	Temporary
SIR8	2187/1	Bridleway	Bridleway is proposed to be used as part of permanent access route for operational vehicles.	LACR-01a	Bridleway along Swillage Lane.	Temporary
SIR9	2174_1	Footpath	Footpath crossed by open cut trenching method as part of	LACR-01a	Footpath along an existing track.	Temporary

ID No.	PRoW No.	Type of PRoW	Type of impact on PRoW	LACR	Nature of PRoW at location (layout surface)	Type of impact (Temporary/Permanent)
			construction of the onshore cable corridor.			
SIR10	2180_1	Bridleway	Bridleway crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRoW.	LACR-01a and LACR-02	Bridleway along wooded track.	N/A
SIR11	2175	Bridleway	Bridleway crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRoW.	LACR-01a and LACR-02	Bridleway along wooded track.	N/A
SIR12	2111	Bridleway	Bridleway crossed by onshore cable corridor at a location where trenchless is proposed. No impact will be experienced by this PRoW.	LACR-01a and LACR-02	Bridleway along wooded track. Route is also Monarchs Way.	N/A
SIR13	2175	Bridleway	Bridleway crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRoW.	LACR-01a and LACR-02	Bridleway along wooded track. Route is also Monarchs Way	N/A

ID No.	PRoW No.	Type of PRoW	Type of impact on PRoW	LACR	Nature of PRoW at location (layout surface)	Type of impact (Temporary/Permanent)
SIR14	2211_1	Footpath	Footpath crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRoW.	LACR-01a and LACR-02	Footpath through woodlands.	N/A
SIR15	2210	Footpath	Footpath crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRoW.	LACR-01a and LACR-02	Footpath through woodlands.	N/A
SIR16	2262	Footpath	Footpath crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRoW.	LACR-01c	Footpath running across a field.	Temporary
SIR17	2260_1	Footpath	Footpath crossed by onshore cable corridor at a location where trenchless crossing is proposed. No impact will be experienced by this PRoW.	LACR-01c	Footpath running across a field	Temporary

9.2.1.3 The environmental measures proposed for the impacts set out above are consistent with those set out in **Section 3 of Appendix 24.2: Outline PRowMP of the PEIR.**

9.2.1.4 **Figure J-2** sets out the location of the PRow that are potentially affected by the Proposed Development within LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 in line with **Table J-14.**

9.3 Permissive paths

9.3.1.1 During the construction phase of LACR-01(LACR-01a, LACR-01b and LACR-01c) and LACR-02, there are no additional impacts on permissive paths than those set out in **Appendix 24.2: Outline PRowMP of the PEIR.**

9.4 Open Access Land

9.4.1.1 During the construction phase of LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02, there are no additional impacts on Open Access Land than those set out in **Appendix 24.2: Outline PRowMP of the PEIR.**

10. Outline Construction Traffic Management Plan – PEIR SIR

- 10.1.1.1 **Appendix 24.1: Outline Construction Traffic Management Plan (CTMP), Volume 4 of the PEIR** details environmental measures which may be implemented in relation to the traffic generated during the construction phase for the onshore elements of the Proposed Development. The **Outline CTMP** considered all optionality that was being considered at PEIR stage.
- 10.1.1.2 The aspects of the **Outline CTMP** that require update to take into account LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 are as follows:
- Location of proposed temporary construction and operational accesses;
 - HGV Access Strategy; and
 - Crossing schedule.

10.2 Location of proposed temporary construction accesses

- 10.2.1.1 During the construction phase, temporary construction and operational access is required across the onshore elements of the Proposed Development which spans a large geographical area across West Sussex. Temporary construction and operational access will be from a range of A, B and C / Unclassified roads as appropriate to ensure access to all locations of the onshore elements of the Proposed Development. **Figure J-1** shows all temporary construction and permanent access locations required for LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 in addition to those presented at PEIR stage. **Table J-15** sets each of the additional temporary construction and permanent accesses associated with LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 including identification (ID) numbers, the route the access is required for road name, the type of access required, grid reference and whether a visibility splay is required.

Table J-15 Additional temporary construction and operational accesses required for LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02

Access ID	LACR	Road name	Type of access	Grid Reference	Visibility splay required
P1 (AA-05)	LACR-01a	A284 (Lyminster Road)	Temporary construction and operational	502863, 104769	Yes
P2 (AA-16 (temporary construction))	LACR-01a	A27	Temporary construction and operational	505360, 105724	Yes

Access ID	LACR	Road name	Type of access	Grid Reference	Visibility splay required
and AA-17 (permanent))					
P3 (AA-18)	LACR-01a	A27	Temporary construction and operational	506048, 105698	Yes
P4 (AA-30)	LACR-02	A27	Temporary construction and operational only	506049, 105698	Yes
P5 (AA-21)	LACR-01a, LACR-02	Michelgrove Lane	Temporary construction and operational	508288, 108265	Yes
P6 (AA-22, AA-23, AA-31)	LACR-01b, LACR-01c, LACR-02	Michelgrove Lane	Temporary construction and operational	508291, 108500	No
P7 (AA-24)	LACR-01c	Longfurlong Lane	Temporary construction and operational	509330, 108240	No
P8 (AA-25)	LACR-01c	A280	Temporary construction and operational	511034, 108836	Yes
P9 (AA-19)	LACR-01a	Unnamed Road at Hammerpot	Operational only	506694, 105760	No
P10 (AA-20)	LACR-01a	Swillage Lane	Operational only	507159, 105983	No
P11 (AA-26)	LACR-01c	A24	Operational only	511938, 109834	No

10.3 HGV Access Strategy

10.3.1.1 Access requirements for P1 to P8 in **Table J-15** require update to the HGV Access Strategy presented in **Appendix 24.1: Outline CTMP of the PEIR**. **Figure J-3** outlines the updated HGV Access Strategy.

- 10.3.1.2 It should be noted that Accesses P1 to P8 would be supported by the temporary construction compound at Access 2. This would be the same for light vehicles to the new accesses.

10.4 Crossing schedule

- 10.4.1.1 **Appendix 24.1: Outline CTMP of the PEIR** set out consideration of the effects of all onshore cable corridor crossings of the local and strategic highways network as well as proposals for rail network crossings. This needs to be updated to take into account the additional crossings relative to LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02. There are no additional crossings of the rail network associated with LACR-01(LACR-01a, LACR-01b and LACR-01c) and LACR-02.
- 10.4.1.2 **Table 6.1 in Appendix 24.1: Outline CTMP of the PEIR** outlined 26 highways crossings. Three additional highways crossings have been identified associated with LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02 and these are set out in **Table J-16**.

Table J-16 Additional highways crossings associated with LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02

No	Road affected	Crossing type	Highway Authority
27	Lyminster Bypass	To be confirmed (depending on construction programme of the Lyminster Bypass).	WSCC
28	Polling Street	Open cut crossing – traffic management required. Single Lane Carriageway, alternative provision for maintained access to properties to the south will be provided within the working area.	WSCC
29	A27	Trenchless crossing proposed – no surface effects to carriageway.	NH

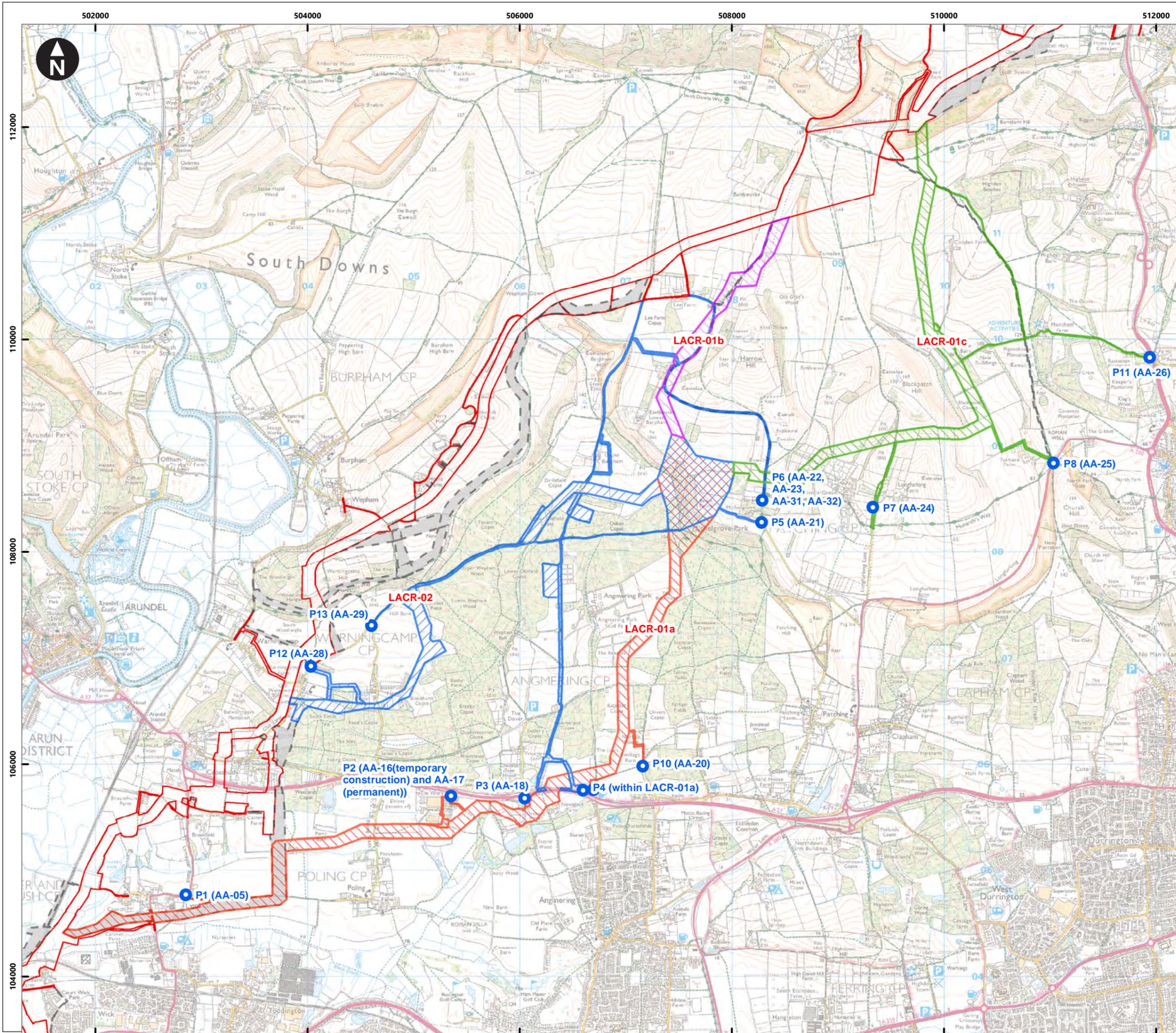
- 10.4.1.3 It should be noted that highway crossing 27 has been included to take into account the future proposals for the Lyminster Bypass (which initial preliminary works commenced on in June 2022) which would be crossed by LACR-01a. The latest update from WSCC is that the Lyminster Bypass is expected to start construction in August 2022 with an anticipated completion date in spring 2024. Therefore, the Lyminster Bypass will be complete by the commencement of construction of Rampion 2. The highways crossing points are shown in **Figure J-4**.
- 10.4.1.4 Mitigation measures associated with highways crossing points remain the same as those provided at PEIR stage and are outlined in **Section 7 of Appendix 24.1: Outline CTMP of the PEIR**.

References

Institute of Environmental Assessment (IEA), (1993). *Guidance Note 1 – Guidelines for the Environmental Assessment of Road Traffic*.

Rampion Extension Development Limited (RED), (2021). *Rampion 2 Wind Farm Preliminary Environmental Information Report*. (online) Available at: <https://rampion2.com/formal-consultation-detailed-documents/> (Accessed: 24 August 2022).

West Sussex County Council (WSSCC), (2020b). *Permanent Automatic Traffic Counts*. (online). Available at: <https://www.westsussex.gov.uk/roads-and-travel/traffic-management/traffic-counts/> (Accessed: 24 August 2022).



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- Key**
- PEIR Assessment Boundary
 - New areas of land affected (LACR-01a)
 - New areas of land affected (LACR-01b)
 - New areas of land affected (LACR-01c)
 - New areas of land affected (LACR-02)
 - New areas of land affected (assessed separately)
 - Access point



Rampion Extension Development

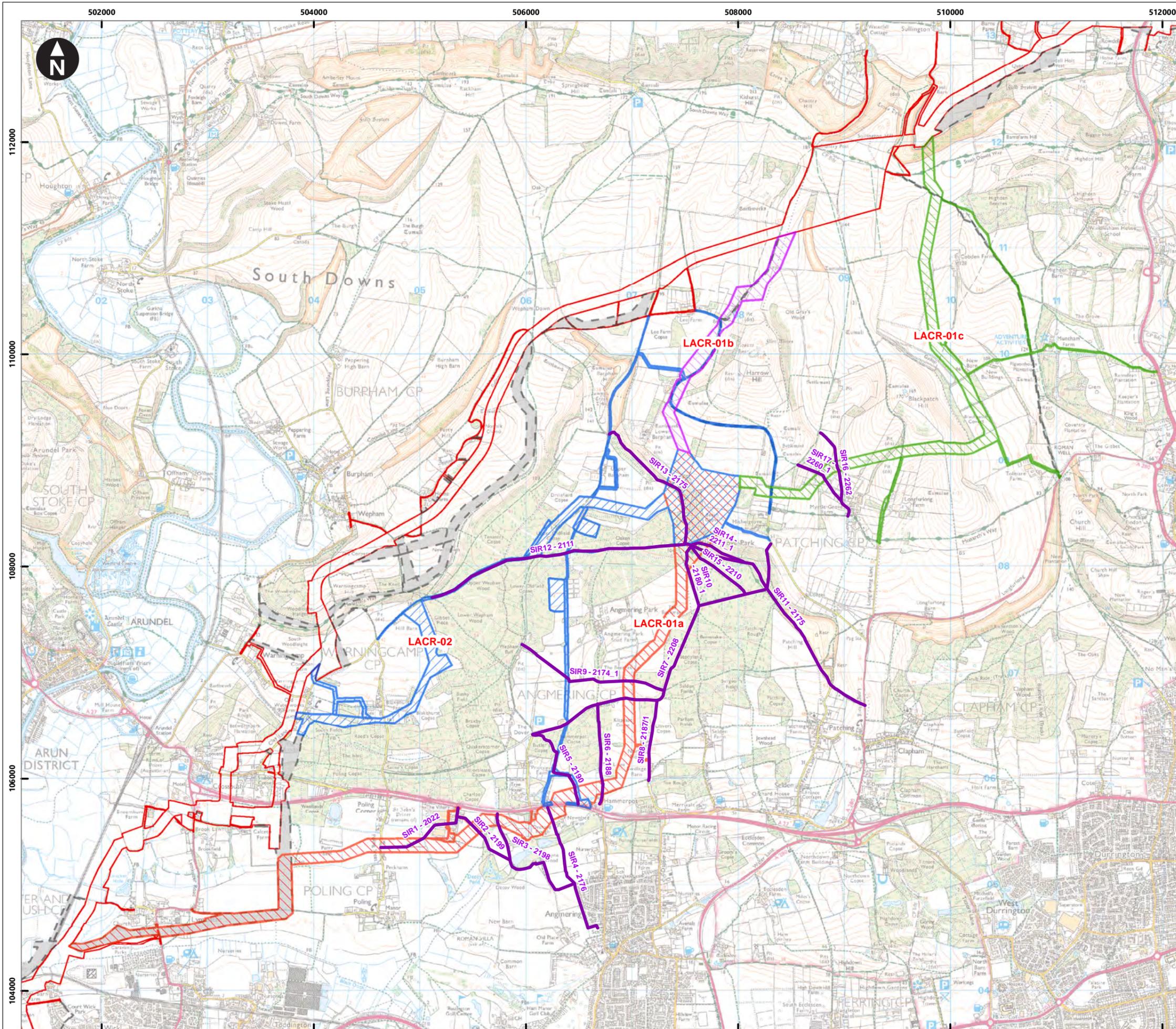


Rampion 2 Offshore Wind Farm

Figure J.1
Temporary construction access locations

System Identifier:	Version:
42285-WOOD-PE-ON-FG-OT-8564	1.0

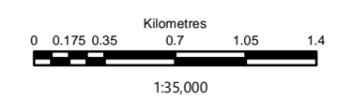
Company:	Drawn By:	Chk/Prvd:	Drawn Date:	Status:
WSP	SUTET	NULTA	12/10/2022	FINAL



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- Key**
- PEIR Assessment Boundary
 - New areas of land affected (LACR-01a)
 - New areas of land affected (LACR-01b)
 - New areas of land affected (LACR-01c)
 - New areas of land affected (LACR-02)
 - New areas of land affected (assessed separately)
 - Public Rights of Way

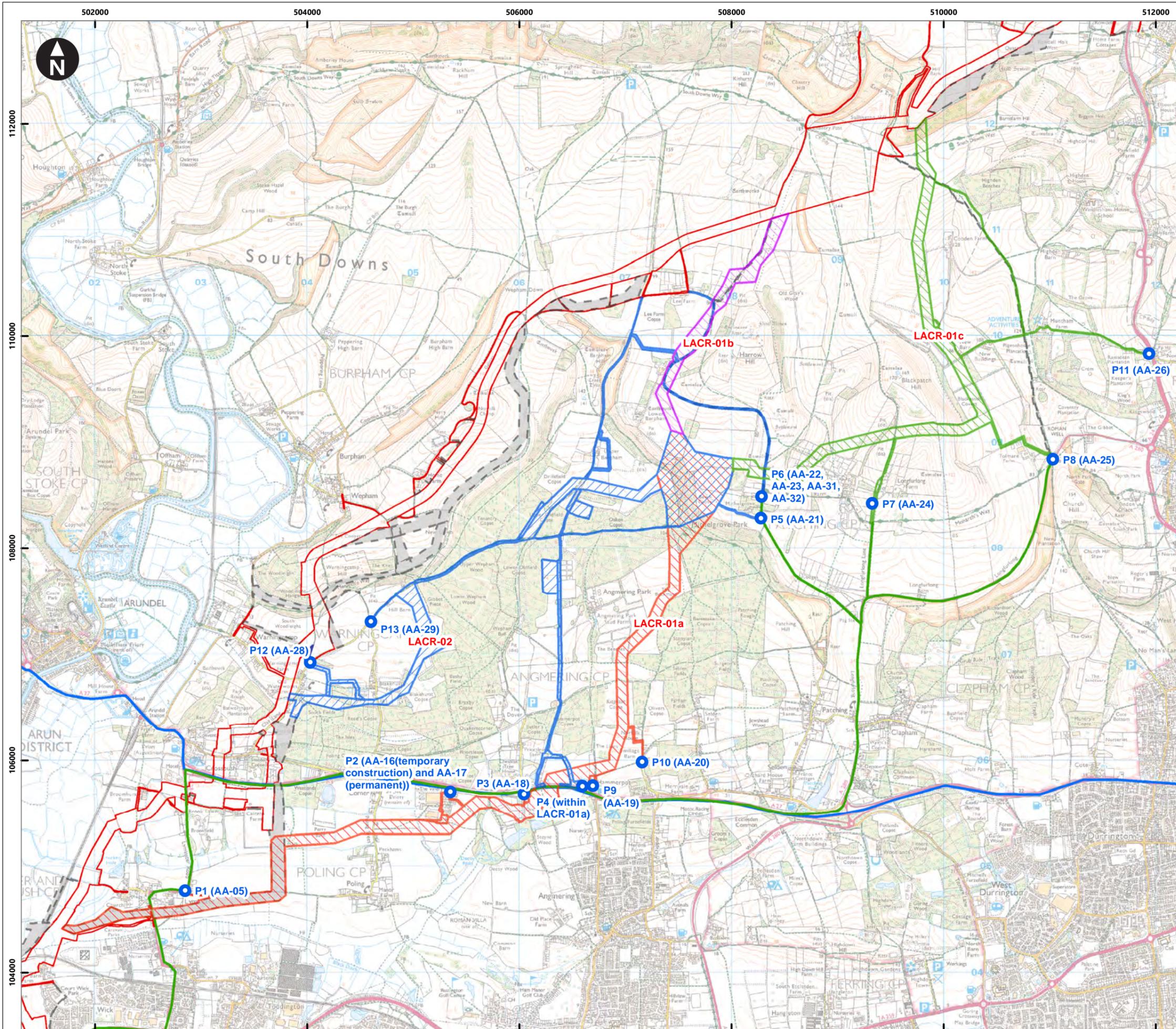


Rampion Extension Development

Rampion 2 Offshore Wind Farm
Figure J.2
 Location of additional Public Rights of Way

System Identifier: 42285-WOOD-PE-ON-FG-OT-3038	Version: 1.0
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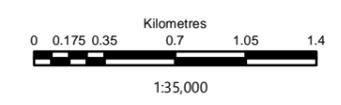
Company: WSP	Drawn By: SMITV	Chk/Prvd: NULTA	Drawn Date: 12/10/2022	Status: FINAL
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- Key**
- PEIR Assessment Boundary
 - New areas of land affected (LACR-01a)
 - New areas of land affected (LACR-01b)
 - New areas of land affected (LACR-01c)
 - New areas of land affected (LACR-02)
 - New areas of land affected (assessed separately)
 - Strategic road network
 - Revised Heavy Goods Vehicle (HGV) route
 - Access point



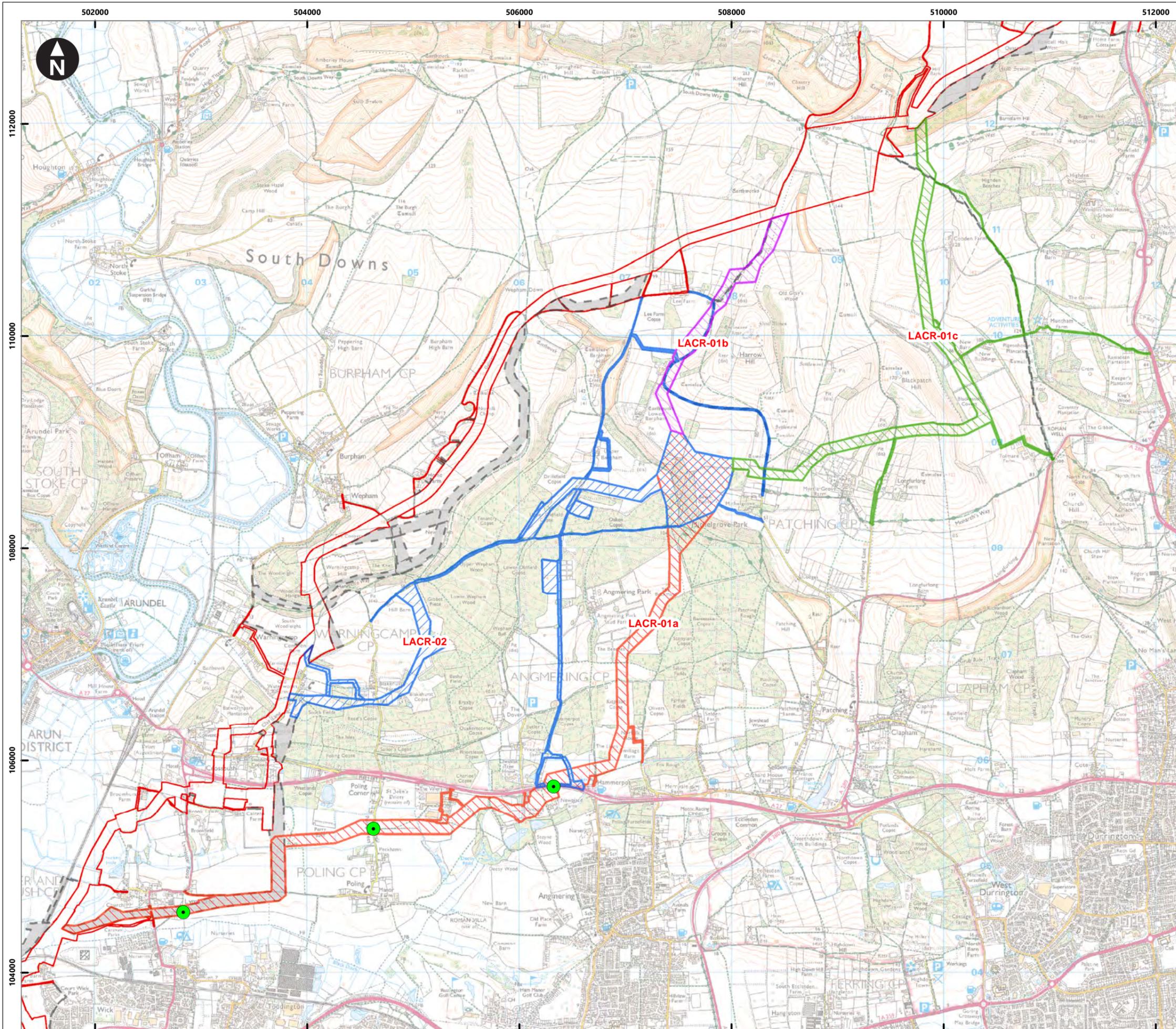
Rampion Extension Development



Rampion 2 Offshore Wind Farm
Figure J.3
 Heavy Goods Vehicle (HGV) Access Strategy

System Identifier: 42285-WOOD-PE-ON-FG-OT-5416 Version: 1.0

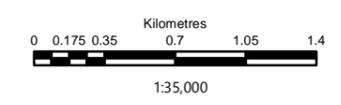
Company: WSP	Drawn By: SUTET	Chk/Prvrd: NULTA	Drawn Date: 12/10/2022	Status: FINAL
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Key

- PEIR Assessment Boundary
- New areas of land affected (LACR-01a)
- New areas of land affected (LACR-01b)
- New areas of land affected (LACR-01c)
- New areas of land affected (LACR-02)
- New areas of land affected (assessed separately)
- Highways crossing



Rampion Extension Development

Rampion 2 Offshore Wind Farm
 Figure J.4
 Highways Crossings

System Identifier: 42285-WOOD-PE-ON-FG-OT-7568				Version: 1.0
Company: WSP	Drawn By: SMITV	Chk/Prvrd: NULTA	Drawn Date: 12/10/2022	Status: FINAL