

# Appendix M

## Socio-economics

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# 1. Introduction

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- 1.1.1.1 This Appendix should be read in conjunction with the summary of socio-economics assessment in **Sections 2.3** and **2.4** of the **Preliminary Environmental Report (PEIR) Supplementary Information Report (SIR)**. This Appendix identifies and assesses recreational Public Rights of Way (PRoWs) potentially affected by the Longer Alternative Cable Routes (LACRs) LACR-01 (LACR-01a, LACR-01b and LACR-01c) and LACR-02. This preliminary assessment has been undertaken in line with criteria for assessing scale of effect (significance), sensitivity of receptors and magnitude of impact for recreation outlined in **Tables 18-18, 18-20** and **18-22** of **Chapter 18: Socio-economics, Volume 2** of the **PEIR** (Rampion Extension Development Limited (RED), 2021). This is also in line with **Appendix 18.3: Assessment of sensitivity of Public Rights of Way (PRoW), Volume 4** of the **PEIR**. The PRoWs discussed in **Tables M-1 to M-4** below are identified in **Figures M-1 to M-4**. Further background information on data gathering methodologies and assessment of recreation are presented in the **Chapter 18** of the **PEIR**.

**Table M-1 LACR-01a Socio economic Public Rights of Way**

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2165	Footpath	Purple/orange; regular/light use only	Low	The footpath will be crossed by the onshore cable corridor at a trenchless crossing compound and may need temporary closure. The A284, which will be crossed by trenchless crossing, provides an alternative route with footway alongside.	Moderate	Minor adverse (not significant)	Direct and temporary. Obstruction requires short-term diversion.
2163_1	Footpath	Purple; light use	Low	The footpath will be crossed by the onshore cable corridor. The A284, which will be crossed by trenchless crossing, provides an alternative route with footway alongside.	Moderate	Minor adverse (not significant)	Direct and temporary. Obstruction requires short-term diversion.
2163	Bridleway	Light yellow; Frequent use by cyclists and walkers	Medium	Key link via Poling to Angmering for walking or to access quiet roads north from Poling for cyclists. The onshore cable corridor will run adjacent the route for several hundred metres but cross it once near to the junction with footpath 2202_1.	Minor	Minor adverse (not significant)	Direct and temporary. Obstruction requires short-term diversion.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2202_1	Footpath	Purple; Light use by walkers only	Low	Footpath can be seen on aerial photographs which suggests regular, light use. Crossed by onshore cable corridor. No obvious alternative identified.	Minor	Negligible (not significant)	Direct and temporary. Obstruction requires short-term local diversion.
2200	Footpath	Purple; light use by walkers only	Low	Alternative route available via footpath 2199, footpath 2201, footpath 2155 and Poling Street. However, this could be a lengthy diversion for some users – and note that footpath 2199 will also be crossed. Footpath 2200 will be followed by the onshore cable corridor for several hundred metres.	Moderate	Minor adverse (not significant)	Direct and temporary. Obstruction requires short-term local diversion.
2199	Footpath	Faint purple; very light use only by walkers	Low	Walkers could be diverted a relatively short distance along the footway adjacent to the A27 to pick up footpath 2198 as an alternative (footpath 2198 will be crossed by trenchless crossing).	Minor	Negligible (not significant)	Direct and temporary. Obstruction requires short-term local diversion.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2198	Footpath	Light purple; light use only by walkers	Low	Hedge-line route that will be crossed by trenchless crossing, therefore limited impact.	Minor	Negligible (not significant)	Indirect and temporary noise and visual impact only.
2176	Footpath	Very faint purple trace; very light use by walkers only	Low	Faint trace across field shown on aerial photographs suggesting some use, but light use only. Crossed by onshore cable corridor. No alternative other than following A27 footway west to pick up footpath 2198.	Moderate	Minor adverse (not significant)	Direct and temporary. Obstruction requires short-term local diversion.
2190	Footpath	Purple; Regular but light use by walkers only	Low	Alternative route via Dover Lane, which has wide verges.	Moderate	Minor adverse (not significant)	Direct and temporary. Obstruction requires short-term local diversion.
2188	Bridleway	Orange/purple for cyclists; regular/frequent use.	Medium	Bridleway will be crossed by trenchless crossing, therefore limited impact.	Negligible	Negligible (not significant)	Indirect and temporary noise and visual impact only.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
		Yellow/orange for walkers; frequent use					
<b>2187</b>	Footpath	Orange/purple for walkers; regular/frequent use. Purple for cyclists; regular but light cycle traffic.	Medium	Used by some cyclists although not a bridleway/restricted byway. The onshore cable corridor runs alongside the footpath but should not prevent use.	Minor	Minor adverse (not significant)	Indirect and temporary noise and visual impact only.
<b>2187_1</b>	Bridleway	White/yellow for cyclists and walkers; frequent/very frequent walking and cycling traffic.	Medium	An alternative route is available via 2188 and 2208 (although 2208 is also crossed). 2187_1 is to be used as a temporary construction access route from the A27 but is not on the line of the onshore cable corridor itself. Therefore, disruption should be minimal with appropriate traffic management.	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
<b>2208</b>	Bridleway	Light yellow for walkers;	Medium	2208 forms part of a major east-west bridleway facility (and part, north of bridleway 2175 is also a	Minor	Minor adverse (not significant)	Direct and temporary. Obstruction

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
		frequent walking traffic. White/yellow for cyclists; frequent/very frequent cycling traffic.		link in the Monarch's Way long-distance walkers' route), and so is of high recreational value, particularly to cyclists and horse riders. Walkers can divert via 2188_1 and 2174_1 (also subject to crossing) but no reasonable alternative exists for cyclists and horse riders (unless local highway authority and landowner permission can be obtained to use 2188_1 and 2174_1). A local, short-term diversion will be needed to prevent significant disruption.			requires short-term local diversion.
2174_1	Footpath	Yellow for walkers; frequent walking traffic. Purple for cyclists; regular but light cycle traffic.	Medium	The route is being used by some cyclists although it is not a definitive bridleway. It will be crossed by the onshore cable corridor. Diversion via bridleway 2208 offers a suitable alternative for all users (as long as this is not closed simultaneously).	Minor	Minor adverse (not significant)	Direct and temporary. Obstruction requires short-term local diversion.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2180_1	Bridleway	Yellow for walkers; frequent walking traffic. White/yellow for cyclists; frequent/very frequent cycling traffic	Medium	Bridleway 2180_1 is one link in a local bridleway network that enables extensive 'off-road' cycling and horse-riding opportunities and is correspondingly well-used. While interruption to the bridleway should be avoided by trenchless crossing, alternative routes are reasonably available locally, for example, using bridleway 2208 and bridleway 2175. Walkers can also use the alternative footpath 2185 and footpath 2210.	Negligible	Negligible (not significant)	Indirect and temporary noise and visual impact only.
2211	Bridleway	Yellow/white for both walkers and cyclists; frequent/very frequent cycling and walking traffic.	High	Part of Monarch's Way long-distance route. 2211 will be followed by AA-29, a temporary construction and permanent access, and users will be subject to temporary, intermittent restrictions for traffic management purposes.	Minor	Minor/moderate (significant)	Temporary, intermittent restriction for traffic management.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
<b>2175 &amp; 2211</b>	Bridleway	Yellow/white for both walkers and cyclists; frequent/very frequent cycling and walking traffic.	High	Part of Monarch's Way long-distance route. The two bridleway sections meet at the onshore cable corridor. As the cables will be installed using trenchless crossing through the woodland there will be no interruption to the Monarch's Way. From its junction with 2211, bridleway 2175 turns north then north-west continuing through woodland. However, as before, the installation of the cables using trenchless crossing should result in no interruption to this route.	Negligible	Negligible (not significant)	Indirect and temporary noise and visual impact only.
<b>2210</b>	Footpath	Orange/purple for walkers and cyclists; regular/frequent use by walkers and cyclists	Medium	Although only recorded as a footpath, the route is used by both cyclists and walkers. The footpath will be crossed by trenchless crossing and so there should be no interruption to use.	Negligible	Negligible (not significant)	Indirect and temporary noise and visual impact only.
<b>2211_1</b>	Footpath	No trace	Low	All appreciable traffic appears to follow the adjacent bridleway 2175, the Monarch's Way.	Negligible	Negligible (not significant)	Indirect and temporary noise and

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				The footpath will be crossed by trenchless crossing and so would not be subject to interruption.			visual impact only.

**Table M-2 LACR-01b Socio economic Public Rights of Way**

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2208_1	Bridleway	Orange/purple for walkers; regular/frequent use. Yellow/orange for cyclists; frequent use.	Medium	Michelgrove Lane; this bridleway, together with part of 2260, will be used as access AA-22, a temporary construction and permanent access. Although not subject to trenching or drilling works, the bridleway will be subject to regular, brief interruptions due to vehicular traffic and its management.	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
2260	Bridleway	Orange/purple for walkers;	Medium	Bridleway 2260 will be affected by access route AA-22, a temporary construction and	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
		regular/frequent use. Yellow/orange for cyclists; frequent use.		permanent access, near its southern terminus with 2208_1. Although not subject to trenching or drilling works the bridleway at this location will be subject to regular, brief interruptions due to vehicular traffic and its management. The onshore cable corridor will cross 2260 and then run contiguous with it for several hundred metres north from the junction with bridleway 2252. There will be temporary disruption to the bridleway. However, alternative routes are available via bridleway 2252 or by using bridleway 2173 and bridleway 2209.			restrictions for traffic management.
<b>Informal route, Lower Barpham</b>	Not shown on Definitive Map and Statement	Purple for cyclists; regular but light cycle traffic. Faint purple for walkers; very light use only by walkers.	Low	This informal route is not recorded on the definitive map and statement but is the metalled extension of Michelgrove Lane. The informal route is used by the public as an alternative to bridleway 2260. More cyclists	Minor	Negligible (not significant)	Direct and temporary. Intermittent restrictions for traffic management.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				than walkers use it, probably because the lane, for cyclists, provides a better running surface than the bridleway and entails easier gradients. For walkers, the lane is a longer route than bridleway 2260, and so a higher proportion of walkers use the bridleway. The lane will be used as an access route, AA-22 a temporary construction and permanent access, and so will be subject to regular, brief interruptions due to vehicular traffic and its management.			
2252	Bridleway	Yellow/orange for walkers and cyclists; frequent use by walkers and cyclists.	Medium	Bridleway 2252 is part of a north-south link from the car park at Kithurst Hill on the South Downs Way National Trail. The bridleway will be crossed at its southern junction with bridleway 2260. This will result in temporary, short-term interruption. Alternative north-south routes are available, although users will need	Minor	Minor adverse (not significant)	Direct and temporary. Obstruction requires short-term local diversion.

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<b>Path no.</b>	<b>Status</b>	<b>Strava</b>	<b>Sensitivity of receptor</b>	<b>Notes</b>	<b>Magnitude of Impact</b>	<b>Significance of residual effect</b>	<b>Nature of impact</b>
				notification of possible interruptions in place at Kithurst Hill to best take advantage of these.			

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**Table M-3 LACR-01c Socio economic Public Rights of Way**

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2260_1	Footpath	Very faint purple trace for walkers; occasional walkers only. No trace for cyclists; not used by cyclists	Low	Footpath 2260_1 will be crossed by the onshore cable corridor resulting in short-term, temporary interruption. However, an alternative route is available using footpath 2262 provided that this footpath is not crossed simultaneously.	Minor	Negligible (not significant)	Direct and temporary. Obstruction requires short-term local diversion.
2262	Footpath	Very faint purple trace for walkers; occasional walkers only. Barely discernible purple trace for cyclists; very occasional cyclist use.	Low	Footpath 2262 will be crossed by the onshore cable corridor resulting in short-term, temporary interruption. However, an alternative route is available using footpath 2260_1 provided that this footpath is not crossed simultaneously.	Minor	Negligible (not significant)	Direct and temporary. Obstruction requires short-term local diversion.
2173	Bridleway	Orange/purple for cycling; regular/frequent use by cyclists.	Medium	Bridleway 2173 is a north-south link route to/from the South Downs Way national	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
		Purple for walking; regular use by walkers.		<p>trail at a key access point, Chantry Post. However, the route is less well used than other nearby north-south routes, probably due to its ascent of Blackpatch Hill. Bridleway 2173 is crossed approximately 1km north of its southern terminus but the crossing is by trenchless crossing. Therefore, there will be no significant disruption to users.</p> <p>However, at its southern end, bridleway 2173 will also provide an access route and so will be subject to regular, brief interruptions due to vehicular traffic and its management.</p>			for traffic management. Also some temporary noise and visual impact during trenchless crossing.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2092	Restricted Byway	White for cycling; very frequent cycling traffic. Yellow/white for walking; frequent/very frequent walking traffic.	High	<p>Restricted byway 2092 is a key feeder route between the South Downs Way national trail (SDW) and Worthing District. It is heavily trafficked by walkers and cyclists. It is also one of a limited but extensive network of restricted byways within the South Downs National Park and so is available to carriage drivers and other users of non-mechanically propelled vehicles. No figures or indications are available for use by carriage drivers or horse riders.</p> <p>Restricted byway 2092 will be crossed by open trench near its northern junction with the SDW. This will have a temporary impact upon large numbers of users.</p>	Moderate	Moderate/ Major adverse (significant)	<p>Direct and temporary. Obstruction requires short-term local diversion at crossing point.</p> <p>Direct, intermittent restrictions for traffic management on AA-26, permanent access.</p>

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				It is planned that an access route will run over restricted byway 2092 for approximately 2km. Therefore, users will be subject to regular, brief interruptions throughout this length due to vehicular traffic and its management.			
<b>2108</b>	Bridleway	Orange/purple for cyclists; regular/frequent use by cyclists. Purple/orange for walkers; regular/light use only	Medium	The eastern third of bridleway 2108, through to its junction with the A24, will be used as an access route (continuing on to the restricted byway 2092). Therefore, users will be subject to regular, temporary interruptions throughout this length due to vehicular traffic and its management.	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
<b>2693 South Downs Way National Trail</b>	Restricted Byway	White for cycling and walking; very frequent cycling and walking traffic.	Very high	The SDW will be crossed by trenchless crossing. Therefore, there will be minimal disruption or interruption to users on the national trail.	Negligible	Negligible (not significant)	Temporary noise and visual impact during trenchless crossing.

**Table M-4 LACR-02 Socio economic Public Rights of Way**

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
<b>2190</b>	Footpath	Purple; Regular but light use by walkers only	Low	Footpath 2190 will be used as an access route for vehicles. Alternative routes are available locally.	Moderate	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
<b>Informal 1</b>	Not shown on Definitive Map & Statement	Orange/purple; Regular/frequent use by walkers	Low	Informal path through Hammerpot Copse connecting footpath 2188_1 and footpath 2190. Alternative routes are available locally.	Moderate	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
<b>2189_1</b>	Bridleway	Light yellow for walkers and cyclists; frequent walking and cycling traffic	Medium	Well-used east-west bridleway that will be crossed by AA-30, a temporary construction access and permanent.	Moderate	Moderate adverse (significant)	Direct and temporary. Intermittent restrictions for traffic management.
<b>2217</b>	Footpath	Purple/orange; Regular/frequent use by walkers	Low	Footpath crossed by trenchless crossing. Alternative route available via Clay Lane and Bridleway 2189.	Minor	Negligible (not significant)	Indirect and temporary noise and visual impact only.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2218	Footpath	Faint purple: Occasional walkers only	Low	Footpath 2218 will be crossed by AA-28, a temporary construction and permanent access.	Minor	Negligible (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
2213	Footpath	Orange: Regular use by walkers.	Low	Footpath terminus at Clay Lane is start of AA-28, a temporary construction and permanent access.	Negligible	Negligible (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
2174_1	Footpath	Yellow for walkers; frequent walking traffic. Purple for cyclists; regular but light cycle traffic.	Medium	Footpath 2174_1 is used by some cyclists although it is not a definitive bridleway. It will be crossed by the AA-30, a temporary construction access and permanent.	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
2192	Bridleway	Yellow/white: Frequent/very frequent use.	Medium	Frequently used north-south route continuous with bridleway 2192_2.	Minor	Minor adverse (not significant)	Indirect impact for onward journeys on bridleway 2192_2.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2212_1	Footpath	Yellow/white: Frequent/very frequent use by walkers	Medium	The northern junction with bridleway 2211 will be crossed by the onshore cable corridor.	Minor	Minor adverse (not significant)	Indirect impact for onward journeys on bridleway 2211.
<b>Informal 2</b>	-	Orange (walkers); Regular use. Purple (cyclists); Light use.	Moderate	Informal route following forest paths. Footpath 2212_1 provides an alternative, official route.	Minor	Minor adverse (not significant)	Indirect impact for onward journeys on bridleway 2211.
<b>Informal 3</b>	-	Orange (walkers); Regular use Yellow (cyclists); Frequent use.	Moderate	Informal route following forest paths. Bridleway 2192 provides an alternative, official route.	Minor	Minor adverse (not significant)	Indirect impact for onward journeys on bridleway 2211.
<b>3740</b>	Bridleway	White; Very frequent use by walkers and cyclists	Moderate	Access route to Monarch's Way. Will be used by vehicles using AA-29, a temporary construction and permanent access. Alternative routes exist though requiring steep	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				ascent and descent, so of limited accessibility.			
2212	Bridleway	Yellow/orange; Frequent use	Moderate	Terminus with bridleway 3740 may be affected by use of bridleway 3740 as AA-29, a temporary construction and permanent access.	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
2213	Bridleway	Yellow/orange; Frequent use	Moderate	No direct impact. Other bridleway routes are available locally.	Minor	Minor adverse (not significant)	Indirect and temporary noise and visual impact only.
2221	Bridleway	Yellow; Frequent use	Moderate	No direct impact. Other bridleway and footpath routes are available locally.	Minor	Minor adverse (not significant)	Indirect and temporary noise and visual impact only.
2211	Bridleway	Yellow/white for both walkers and cyclists; frequent/very frequent cycling and walking traffic.	High	Bridleway 2211 is an integral part of the Monarch's Way promoted route. Use of bridleway 2211 for the onshore cable corridor	Major	Major adverse (significant)	Direct and temporary. Obstruction requires local diversion.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				will require suitable diversion routes to be created to avoid major disruption over approximately 3km of Monarch's Way.			
2215	Bridleway	Orange for both walkers and cyclists; Regular use.	Low	One of a number of bridleways that come together at a point to be crossed by the onshore cable corridor at the Monarch's Way.	Minor	Negligible (not significant)	Direct and temporary, intermittent restrictions for traffic management.
2214	Bridleway	Yellow/white for both walkers and cyclists; frequent/very frequent cycling and walking traffic.	Medium	One of a number of bridleways that come together at a point to be crossed by the onshore cable corridor at the Monarch's Way	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
2192_2 (s)	Bridleway	Orange (cyclists); Regular cycling traffic. Yellow (walkers); Frequent walking traffic	Medium	Southern section of bridleway 2192_2 is less heavily used than the northern but still enjoys substantial traffic. The onshore cable corridor runs over	Moderate	Moderate adverse (significant)	Direct and temporary. Obstruction requires local diversion.  Direct and temporary.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				bridleway 2192_2 for about 1km. The bridleway will also be affected by vehicular traffic using AA-31, a temporary construction and permanent access. An alternative is available using bridleway 2215.			Intermittent restrictions for traffic management on AA-31.
<b>2192_2 (n)</b>	Bridleway	Yellow/white for both walkers and cyclists; frequent/very frequent cycling and walking traffic.	Medium	More heavily used northern section of bridleway 2192_2 is acting as a continuation route for users of bridleway 2175. The section north of bridleway 2175 junction will not be directly impacted.	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.
<b>2188_1</b>	Footpath	Yellow/orange for walkers; Frequent use.	Medium	Walkers using this footpath will be indirectly affected at the northern end by works along the Monarch's Way, bridleway 2211.	Minor	Minor adverse (not significant)	Direct and temporary. Obstruction requiring local diversion.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				Alternative north-south routes are available.			
<b>2180_1</b>	Bridleway	Yellow for walkers; frequent walking traffic. White/yellow for cyclists; frequent/very frequent cycling traffic.	Medium	Bridleway 2180_1 is one link in a local bridleway network that enables extensive 'off-road' cycling and horse-riding opportunities and is correspondingly well-used. Indirect alternative routes are reasonably available locally.	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management at northern end.
<b>2211_1</b>	Footpath	No trace.	Low	All appreciable traffic appears to follow the adjacent bridleway 2175, the Monarch's Way. The footpath is only affected indirectly.	Negligible	Negligible (not significant)	Indirect and temporary noise and visual impact only.
<b>2175</b>	Bridleway	Yellow/white for both walkers and cyclists; frequent/very	Medium	From its junction with bridleway 2211, Monarch's Way, bridleway 2175 heads north then north-west	Major	Moderate/Major adverse (significant)	Direct and temporary. Obstruction requiring local diversion.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
		frequent cycling and walking traffic.		continuing through woodland. Much of the first 700m or so may be crossed by the onshore cable corridor. Bridleway 2175 is part of a major north-south bridleway network, however, alternative bridleways are available. The southern terminus of bridleway 2175 is on bridleway 2211, which will be used as AA-29, a temporary construction and permanent access. There may be temporary interruptions for users for the purposes of traffic management.			
<b>2208_1</b>	Bridleway	Orange/purple for walkers; regular/frequent use.	Medium	To be used by AA-32, a temporary construction and permanent access, Michelgrove Lane. Although not subject to	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
		Yellow/orange for cyclists; frequent use.		trenching or drilling works, the bridleway will be subject to regular, brief interruptions due to vehicular traffic and its management.			
2209	Bridleway	Orange/purple; Regular/frequent use by walkers and cyclists.	Medium	The southern terminus of bridleway 2209 is on bridleway 2208_1, which is part of AA-32, a temporary construction and permanent access. However, bridleway 2209 itself will not be directly affected.	Minor	Minor adverse (not significant)	Temporary. Intermittent restrictions for traffic management at southern terminus of bridleway 2209.
2208_2	Footpath	Faint purple; Occasional use by walkers	Low	Western junction is with bridleway 2260 and AA-32, a temporary construction and permanent access. However, footpath 2208_2 itself will not be directly affected.	Minor	Negligible (not significant)	Temporary. Intermittent restrictions for traffic management at western junction with AA-32.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
2260	Bridleway	Orange/purple for walkers; regular/frequent use. Yellow/orange for cyclists; frequent use.	Medium	Bridleway 2260 will be affected by AA-32, a temporary construction and permanent access, near its southern terminus with bridleway 2208_1. Although not subject to trenching or drilling works the bridleway at this location will be subject to regular, brief interruptions due to vehicular traffic and its management.	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management at southern terminus.
<b>Informal route, Lower Barpham</b>	Not shown on Definitive Map and Statement	Purple for cyclists; regular but light cycle traffic. Faint purple for walkers; very light use only by walkers.	Medium	This informal route is not recorded on the Definitive Map and Statement but is the metalled extension of Michelgrove Lane. The informal route is used by the public as an alternative to bridleway 2260. More cyclists than walkers use it, probably because the lane, for	Minor	Minor adverse (not significant)	Direct and temporary. Intermittent restrictions for traffic management

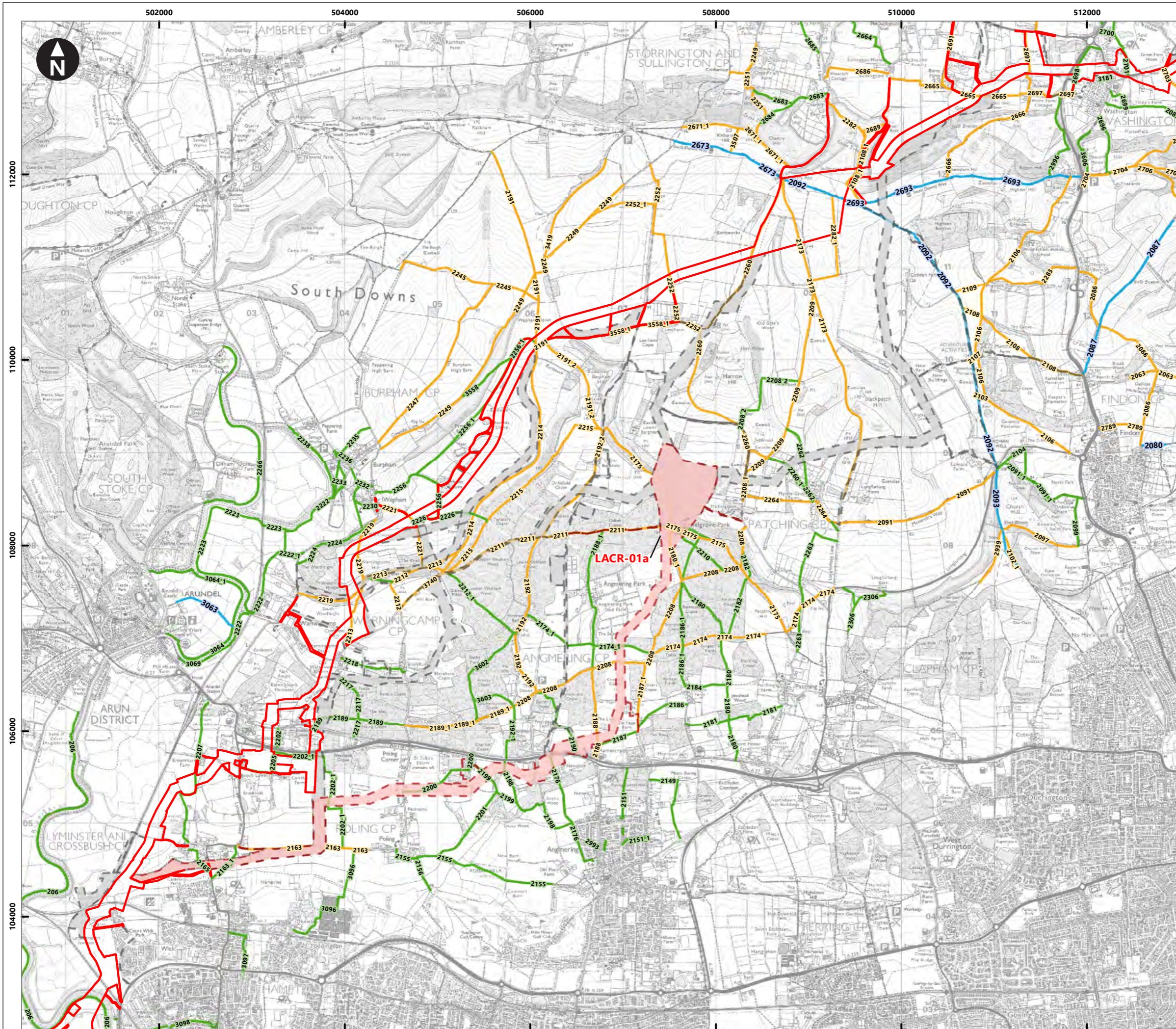
Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				<p>cyclists, provides a better running surface than the bridleway and entails easier gradients. For walkers, the lane is a longer route than bridleway 2260, and so a higher proportion of walkers use the bridleway. The informal route will be used as an access route, AA-32, a temporary construction and permanent access, and so will be subject to regular, brief interruptions due to vehicular traffic and its management.</p>			
3558_1	Bridleway	Yellow for walkers; Frequent use by walkers White for cyclists; Very frequent use by cyclists	High	<p>Bridleway 3558_1 is an important link for a number of bridleways converging in the vicinity of Wepham Down and Harrow Hill. This network of bridleways offers</p>	Minor	Minor/Moderate adverse (significant)	Direct and temporary. intermittent restrictions for traffic management

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of Impact	Significance of residual effect	Nature of impact
				potential for alternative routes. Bridleway 3558_1 will be an access route, AA-32, a temporary construction and permanent access, but not part of the onshore cable corridor.			

## 2. References

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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: 23 September 2022).



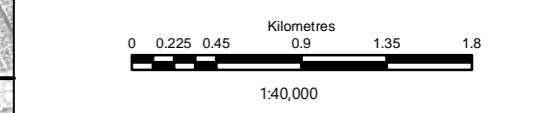
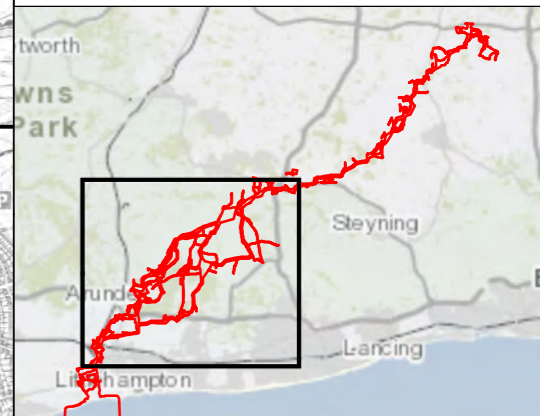
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**Key**

- PEIR Assessment Boundary
- New areas of land affected (LACR-01a)
- New areas of land affected (assessed separately)

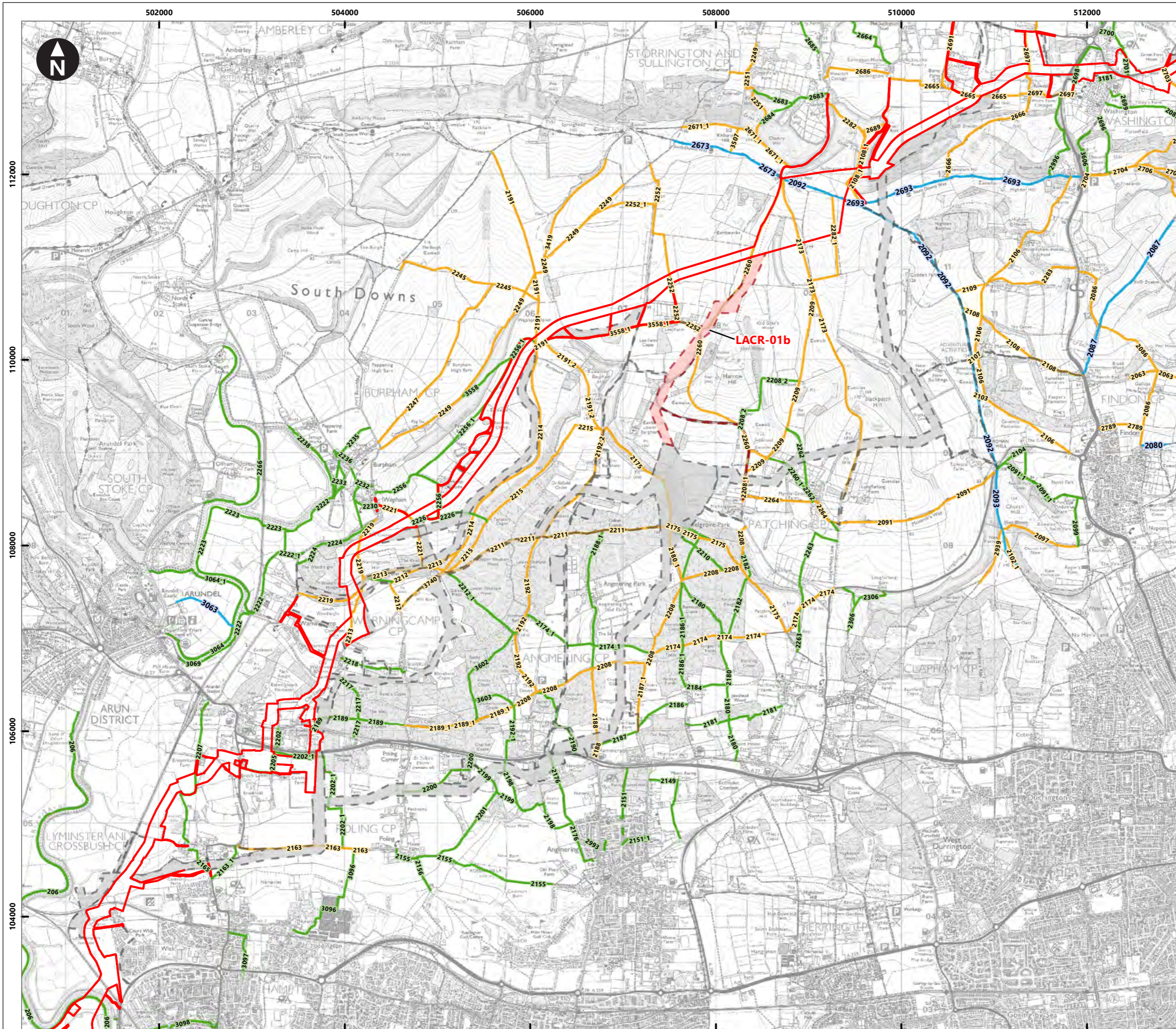
**Public Rights of Way**

- Bridleway
- Byway
- Footpath
- Restricted Byway



Rampion 2 Offshore Wind Farm  
 Figure M-1. Public Rights Of Way (PRoW) (LACR-01a)

System Identifier: 42285-WOOD-PE-ON-FG-OL-2172				Version: 1.0
Company: WSP	Drawn By: SUTET	Chk/Prvrd: NULTA	Drawn Date: 12/10/2022	Status: FINAL



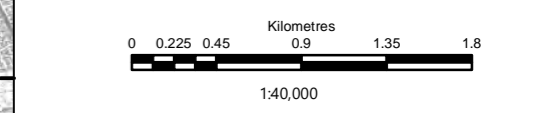
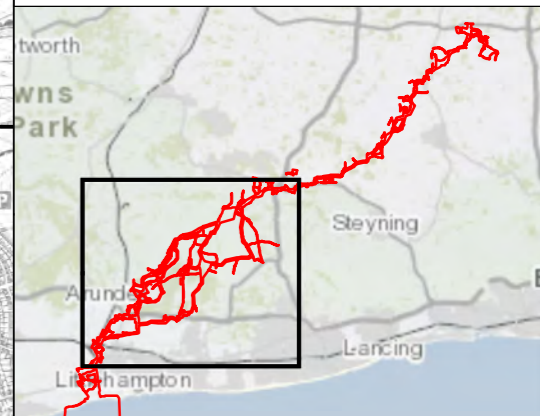
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**Key**

- PEIR Assessment Boundary
- New areas of land affected (LACR-01b)
- New areas of land affected (assessed separately)

**Public Rights of Way**

- Bridleway
- Byway
- Footpath
- Restricted Byway



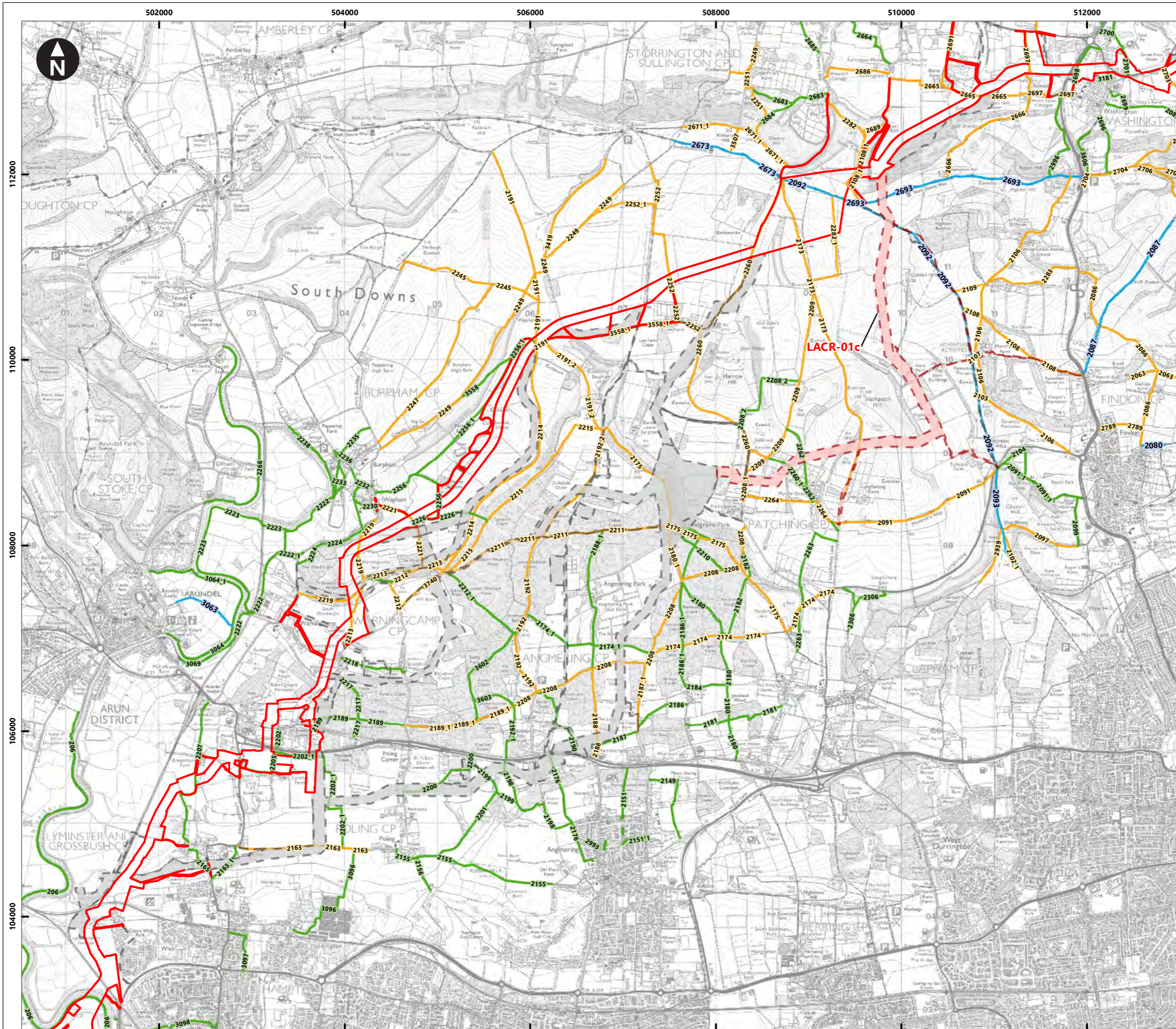
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Rampion 2 Offshore Wind Farm

**Figure M-2. Public Rights Of Way (PRoW) (LACR-01b)**

System Identifier: 42285-WOOD-PE-ON-FG-OL-2172				Version: 1.0
Company: WSP	Drawn By: SUTET	Chk/Prvd: NULTA	Drawn Date: 12/10/2022	Status: FINAL



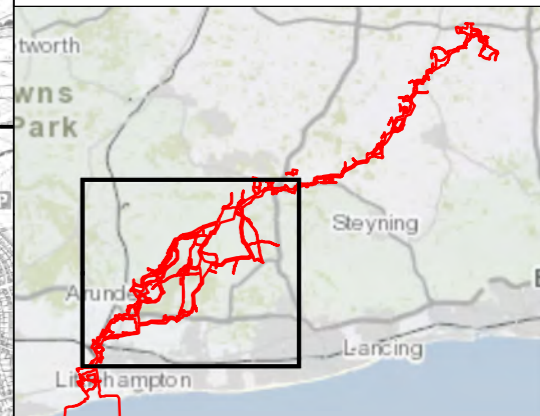
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**Key**

- PEIR Assessment Boundary
- New areas of land affected (LACR-01c)
- New areas of land affected (assessed separately)

**Public Rights of Way**

- Bridleway
- Byway
- Footpath
- Restricted Byway



0 0.225 0.45 0.9 1.35 1.8  
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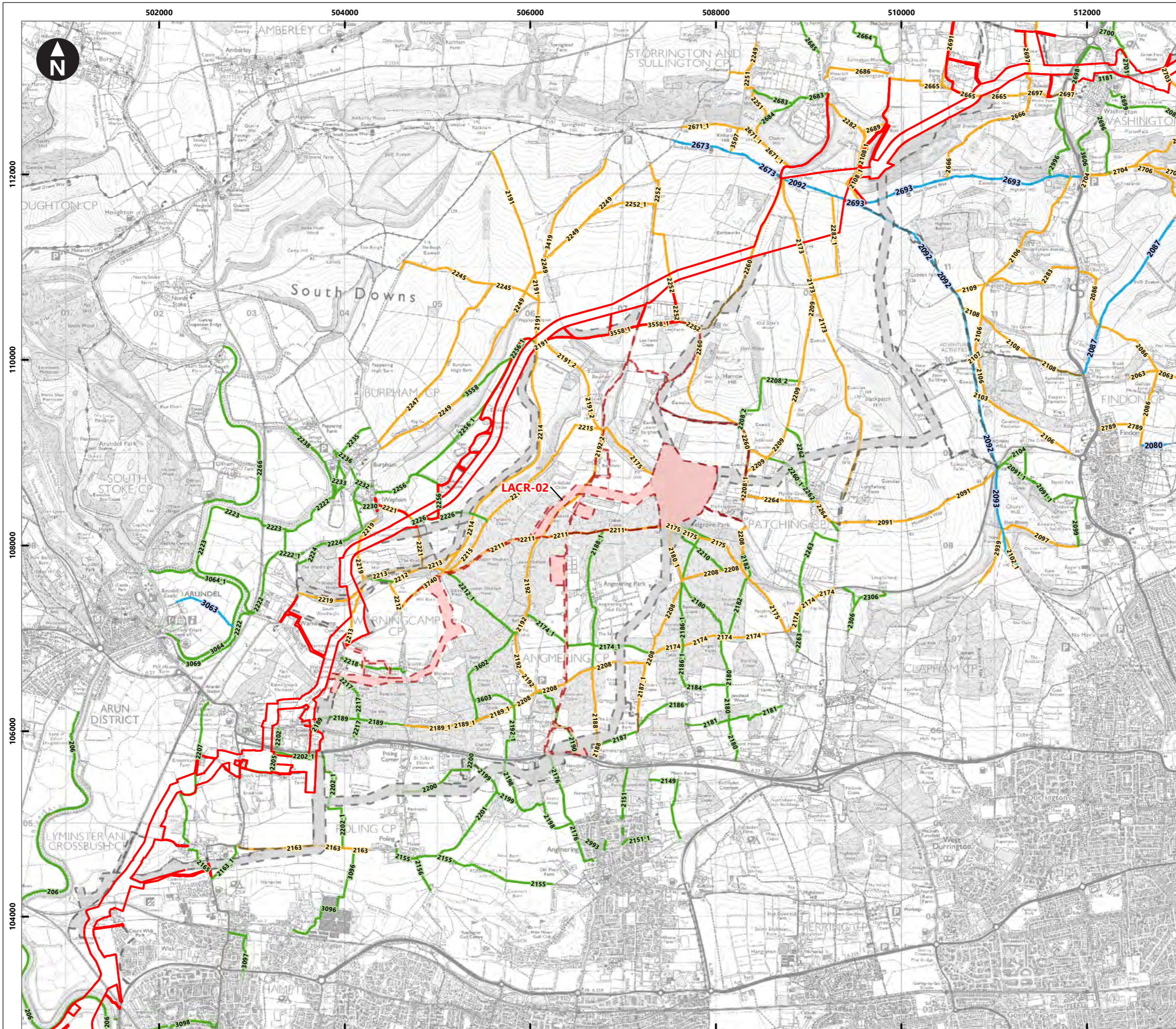
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Rampion 2 Offshore Wind Farm

Figure M-3. Public Rights Of Way (PRoW) (LACR-01c)

System Identifier: 42285-WOOD-PE-ON-FG-OL-2172				Version: 1.0
Company: WSP	Drawn By: SUTET	Chk/Prvd: NULTA	Drawn Date: 12/10/2022	Status: FINAL



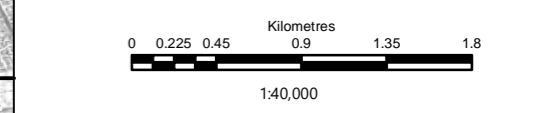
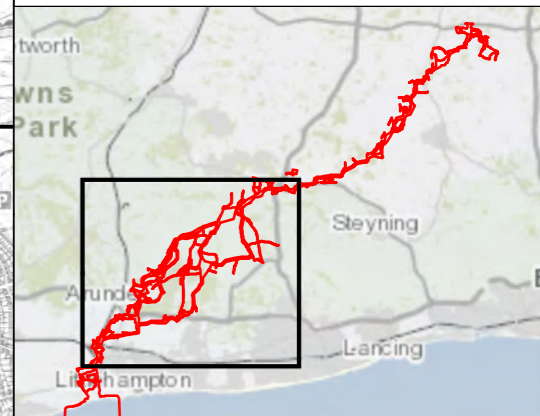
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**Key**

- PEIR Assessment Boundary
- New areas of land affected (LACR-02)
- New areas of land affected (assessed separately)

**Public Rights of Way**

- Bridleway
- Byway
- Footpath
- Restricted Byway



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Rampion 2 Offshore Wind Farm

Figure M-4. Public Rights Of Way (PRoW)(LACR-02)

System Identifier: 42285-WOOD-PE-ON-FG-OL-2172				Version: 1.0
Company: WSP	Drawn By: SUTET	Chk/Prvd: NULTA	Drawn Date: 12/10/2022	Status: FINAL