

Appendix D

Socio-economics Public Rights of Way

1. Introduction

- 1.1.1 This Appendix should be read in conjunction with the summary of socio-economics assessment in **Sections 2.3** and **3.2** of the **Preliminary Environmental Report (PEIR) Further Supplementary Information Report (FSIR)**. This Appendix identifies and assesses recreational Public Rights of Way (PRoWs) potentially affected by the Longer Alternative Cable Route (LACR)-01d and associated alternative accesses (AAs) (AA-33 to AA-35). 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 **Table D-1** are identified in **Figure D1**. Further background information on data gathering methodologies and assessment of recreation is presented in the **Chapter 18** of the **PEIR**.

Table D-1 LACR-01d Socio economic Public Rights of Way

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of impact	Significance of residual effect	Nature of impact
LACR-01d (north)							
2092	Restricted Byway	White – very frequent use	Very high	This northern section of Restricted Byway 2092 is a highly-used part of the South Downs Way National Trail (SDW). As part of a National Trail this section of the Restricted Byway is afforded the highest policy priority and specific legislative provision. Restricted Byway 2092 will be crossed near its junction with Restricted Byway 2693 by open trench. This will have a temporary impact upon large numbers of users.	Minor	Moderate/Major adverse (Significant in EIA terms)	Temporary, short-term obstruction requiring local diversion at crossing point.
2693	Restricted Byway	White – very frequent use	Very high	Highly used section of the SDW which is open to all non-motorised users. Restricted Byway 2693 will be crossed by open trench near its western junction with Restricted Byway 2092. This will have a temporary impact upon large numbers of users. The assessment of Restricted Byway 2693 has been based on the maximum design scenario of an open cut trench crossing however it is expected Restricted Byway 2693 will either be avoided or crossed via trenchless crossing technique depending on the final onshore cable corridor option selected.	Minor	Moderate/Major adverse (Significant in EIA terms)	Temporary, short-term obstruction requiring local diversion at crossing point.
2092 (south of 2693)	Restricted Byway	White – very frequent use	High	Highly used path and important feeder route but, south of Restricted Byway 2693, it is not part of the SDW and therefore assigned 'high' rather than 'very high' sensitivity. Restricted Byway 2092 is a key feeder route between the 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 (SDNP) 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. Restricted Byway 2092 will be crossed by open trench near its junction with Restricted Byway 2693 and the SDW. this will have a temporary impact upon large numbers of users. (n.b.	Minor	Minor/Moderate adverse (Significant in EIA terms)	The track will be crossed by open trench requiring temporary local diversion.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of impact	Significance of residual effect	Nature of impact
				Restricted Byway 2092 will also be affected by AA-35 – see below.)			
2282	Bridleway	Faint Purple – infrequent use	Low	A Bridleway that is infrequently used by either walkers or cyclists. An alternative route is available to Bridleway 2282 via bridleway 2108_1.	Negligible	Negligible (Not Significant in EIA terms)	No direct impact.
2108_1	Bridleway	Yellow/orange – regular use	Medium	An alternative route is available to Bridleway 2108_1 via Bridleways 2282 and 2689.	Negligible	Negligible (Not Significant in EIA terms)	No direct impact.
2282_1	Bridleway	Orange/purple – occasional/infrequent use	Low	Bridleway 2282_1 appears to be relatively lightly used by both walkers and cyclists. The Bridleway may be crossed in one or two places, subject to final onshore cable route alignment, by open trench, resulting in short-term, temporary interruption. Alternative routes are available locally via Bridleway 2173, 2260 and Restricted Byway 2092.	Minor	Negligible (Not Significant in EIA terms)	Temporary, short-term obstruction requiring local diversion.
2173	Bridleway	Orange/purple – Regular use by cyclists. Purple/ orange – Occasional to regular use by pedestrians.	Medium	Bridleway 2173 is a north-south link route to/from the SDW at a key access point, Chantry Post. However, the route is less well used than other nearby north-south routes. Bridleway 2173 is crossed near to the south of LACR-01d (north). The crossing is by open trench, resulting in short-term, temporary interruption. Alternative routes available locally Bridleway 2260 and Restricted Byway 2092. (N.B. Bridleway 2713 is also affected by AA-33, see below.)	Minor	Minor adverse (Not Significant in EIA terms)	Temporary, short-term obstruction requiring local diversion.
2209	Bridleway	Orange/purple – Regular use by pedestrians and cyclists	Medium	The northern terminus is at the junction with BW2173 on the western edge of LACR-01d (north) and will not be crossed. Alternative routes are available locally via Bridleways 2173 and 2260 and Restricted Byway 2092.	Negligible	Negligible (Not Significant in EIA terms)	Temporary noise and visual impact from nearby works.
LACR-01d (west)							
2262	Footpath	Very faint purple trace for walkers; occasional walkers only. Barely discernible purple trace for	Low	The crossing is by open trench, resulting in short-term, temporary interruption. Alternative routes available locally via Footpath 2260_1 and Bridleway 2209.	Minor	Negligible (Not Significant in EIA terms)	The path will be crossed by an open trench requiring temporary local diversion.

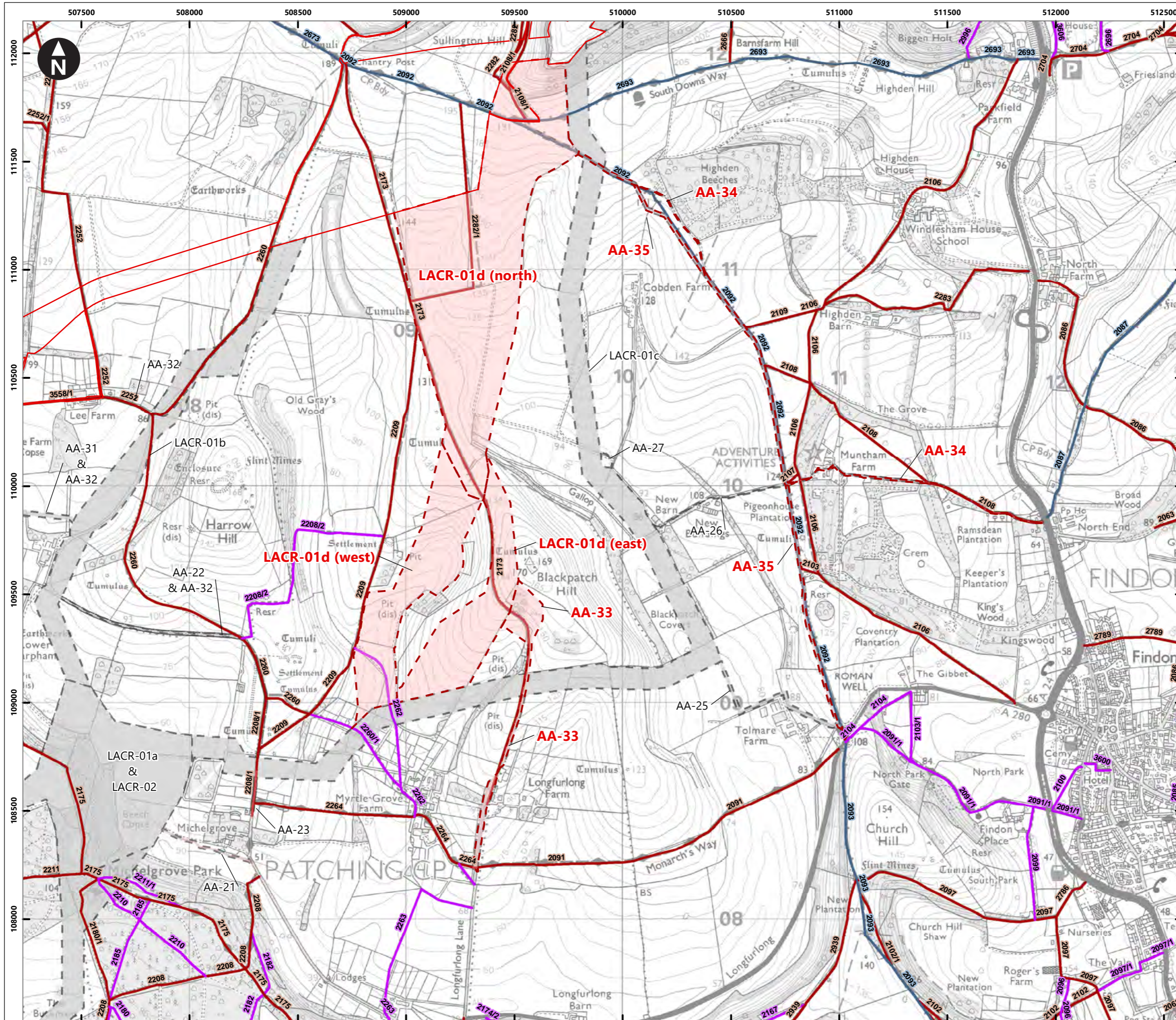
Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of impact	Significance of residual effect	Nature of impact
		cyclists; very occasional cyclist use.					
2209	Bridleway	Orange/purple – Regular use by pedestrians and cyclists	Medium	Alternative routes available locally via Bridleways 2173 and 2260.	Minor	Negligible (Not Significant in EIA terms)	The path runs adjacent to the western boundary of LACR-01d (west).
LACR-01d (east)							
2173	Bridleway	Orange/purple – Regular use by cyclists Purple/orange – Occasional to regular use by pedestrians.	Medium	Bridleway 2173 is a north-south link route to/from the SDW at a key access point, Chantry Post. However, the route is less well used than other nearby north-south routes. Bridleway 2173 is crossed near its southern end by LACR-01d (east). The crossing is by open trench, resulting in short-term, temporary interruption. Alternative routes available locally Bridleway 2264, 2208_1 and 2209, or Bridleway 2091 and Restricted Byway 2092. (N.B. Bridleway 2173 is also affected by AA-33, see below.)	Minor	Minor adverse (Not Significant in EIA terms)	This path will be crossed by open trench requiring temporary local diversion.
AA-33 (Temporary construction and operational access)							
2173	Bridleway	Orange/purple – Regular use by cyclists Purple/orange – Occasional to regular use by pedestrians.	Medium	AA-33 runs over Bridleway 2173 at its southern end. The bridleway here is also partially a shared access road to Longfurlong Farm and has some vehicular use. Some construction traffic management may be required causing intermittent interruptions.	Minor	Minor adverse (Not Significant in EIA terms)	Temporary, intermittent restrictions for construction traffic management.
AA-34 (Operational access)							
2108	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). However, this is during the operational phase and visits will be very infrequent using light vehicles only.	Negligible	Negligible (Not Significant in EIA terms)	No appreciable impact on users during the operational period.

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of impact	Significance of residual effect	Nature of impact
2106	Bridleway	Yellow/orange for cyclists; frequent use by cyclists. Purple/orange for pedestrians; regular/light use only	Medium	The Bridleway will be crossed by AA-34 on an existing access road. However, this is during the operational period and visits will be very infrequent using light vehicles only.	Negligible	Negligible (Not Significant in EIA terms)	No appreciable impact on users during the operational period.
AA-35 (Temporary construction access)							
2092	Restricted Byway	White – very frequent use	High	Restricted Byway 2092 is a key feeder route between the 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 SDNP 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. Restricted Byway 2092 will be used as AA-35 during construction potentially resulting in frequent interruption to vulnerable users, including horse riders.	Moderate	Moderate/ Major adverse (Significant in EIA terms)	The frequent presence of Heavy Goods Vehicles (HGV) for extended periods could be a significant deterrence to many users, especially horse riders.
2103	Bridleway	Yellow/orange for cyclists; frequent use by cyclists. Purple/orange for pedestrians; regular/light use only	Low	Bridleway 2103 terminates to its west at Restricted Byway 2092. As such, its amenity value will be affected by construction traffic on the Restricted Byway 2092 and the restrictions in place to accommodate this. Restricted Byway 2092 will be used as AA-35 during construction potentially resulting in frequent interruption to vulnerable users, including horse riders.	Moderate	Minor adverse (Not Significant in EIA terms)	The frequent presence of HGV on Restricted Byway 2092 could be a significant deterrence to many users, especially horse riders.
2107	Bridleway	Yellow/orange for cyclists; frequent use by cyclists. Purple/orange for pedestrians; regular/light use only	Medium	Bridleway 2107 terminates to its west at Restricted Byway 2092. As such, its amenity value will be affected by construction traffic on the Restricted Byway 2092 and the restrictions in place to accommodate this. Restricted Byway 2092 will be used as AA-35 during construction potentially resulting in frequent interruption to vulnerable users, including horse riders.	Moderate	Moderate adverse (Significant in EIA terms)	The frequent presence of HGV on Restricted Byway 2092 could be a significant deterrence to many users, especially horse riders.
2108	Bridleway	Faint purple; infrequent use by	Low	Bridleway 2108 terminates to its west at Restricted Byway 2092. As such, its amenity value will be affected by construction traffic on	Moderate	Minor adverse (Not Significant in EIA terms)	The frequent presence of HGV on Restricted Byway 2092 could be a

Path no.	Status	Strava	Sensitivity of receptor	Notes	Magnitude of impact	Significance of residual effect	Nature of impact
		cyclists or pedestrians		the Restricted Byway 2092 and the restrictions in place to accommodate this. Restricted Byway 2092 will be used as AA-35 during construction potentially resulting in frequent interruption to vulnerable users, including horse riders.			significant deterrence to many users, especially horse riders.
2109	Bridleway	White/yellow; Very frequent use by cyclists or pedestrians	Medium	Bridleway 2109 appears to be an important link path in the local network. It terminates to its west at Restricted Byway 2092. As such, its amenity value will be affected by construction traffic on the Restricted Byway 2092 and the restrictions in place to accommodate this. Restricted Byway 2092 will be used as AA-35 during construction potentially resulting in frequent interruption to vulnerable users, including horse riders.	Moderate	Moderate adverse (Significant in EIA terms)	The frequent presence of HGV on Restricted Byway 2092 could be a significant deterrence to many users, especially horse riders.

2. References

Rampion Extension Development Ltd (RED), (2021). *Rampion 2 Offshore Windfarm Preliminary Environmental Information Report, Volumes 1-4*. [Online] Available at: <https://rampion2.com/formal-consultation-detailed-documents/> [Accessed 15 February 2023].



Service Layer Credits: Contains OS data © Crown Copyright and database right 2020

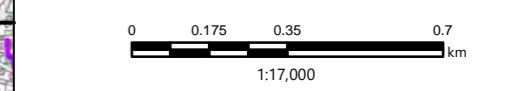
© Crown copyright and database rights 2023 Ordnance Survey 0100031673

Key

- PEIR Assessment Boundary
- New areas of land affected (assessed in this PEIR FSIR)
- New areas of land affected (previously assessed in the PEIR SIR)

Public Rights of Way

- Bridleway
- Byway
- Footpath
- Restricted Byway



Rampion Extension Development

Rampion 2 Offshore Wind Farm

Appendix D. Figure 1. Longer Alternative Cable Route 1d (LACR-01d) - Public Rights of Way

System Identifier:	Version:
42285-WSP-PE-CC-FG-O-1788	1.0

Company:	Drawn By:	Chk/Prvrd:	Drawn Date:	Status:
WSP	SUTET	ZAPYJ	23/02/2023	FINAL