



Rob Gully
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Our ref: PE/20/0089 & NC/22/0023
Your ref:
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Date: 28 November 2022

Dear Rob Gully,

Proposals for an offshore wind farm off the coast of West Sussex (known as Rampion 2)

Notice pursuant to Section 42 of the Planning Act 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Thank you for your invitation of 14 October 2022 to Horsham District Council (HDC) as a statutory consultee, to your statutory consultation and notification pursuant to Sections 42 and 48 of the Planning Act 2008 on the potential amendments to the onshore cable corridor.

Introduction

As set out in your notification, Rampion Extension Development Limited (the applicants) will submit to the Planning Inspectorate an application for a Development Consent Order (DCO) for the construction, operation and maintenance of an offshore windfarm. The development will comprise both onshore and offshore infrastructure and will be EIA Development pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The application, if accepted, will be Examined by the PINS and a recommendation will be made to the Secretary of State for Business, Energy and Industrial Strategy who will then decide whether or not to approve the DCO.

It is understood this consultation is being carried out in relation to the proposed changes to the onshore cable corridor to inform the design of the project. Responses to the consultation will be considered and details of how the final project proposals have been had regard to the consultation responses will be explained in the Consultation Report to be submitted with the application.

The modifications proposed comprise potential alternative cable routes, modifications to existing routes, additional accesses and new working methods along the onshore cable corridor.

Summary and Recommendations

I confirm that this letter forms Horsham District Council's consultation in response to your statutory consultation and notification pursuant to Sections 42 and 48 of the Planning Act 2008.

The Council understands its PEIR SIR feedback will enable a finalised onshore design of the Proposed Development to achieve a single onshore cable route and associated infrastructure, and as such not all alternatives and modifications presented in this report will be adopted and then assessed

in the forthcoming Environmental Statement (ES). Refined Development Consent Order Limits, including a final set of associated accesses and temporary construction compounds will be presented as the final plans in the application for development consent and accompanying ES.

Changes in the magnitude of impact as a result of Alternative Cable Routes are noted to arise, even accounting for the implementation of embedded environmental measures, and the Council has raised concerns on some of these in its detailed response set out below.

Horsham District Council is in broad agreement with the methodologies and assessments set out and detailed in the PEIR SIR on Trenchless crossing and Modified Routes for our areas of interest, subject to resolution on the response comments set out below.

Additionally, in its capacity as District Authority, the Council has been approached by a number of parties affected by the onshore cable corridor raising concern over the quality of engagement and responses from the Rampion 2 team to the issues they have identified. This includes Washington Parish Council and a landowner concerned its Queen's Green Canopy tree planting initiative will be severely impacted. The Council requests that Rampion 2 promoters further engage with this landowner and Washington and Wiston Parish Councils to further explain the rationality for excluding other routes around their land, and any further mitigations that can be included to alleviate their concerns.

The Council's Response

The Council's Consultation response has been informed by the materials viewed from the project website <https://rampion2.com/consultation-2022> . This includes:

- Preliminary Environmental Information Supplementary Information Report (PEIR SIR), read in conjunction with the original;
- Preliminary Environmental Information Report (PEIR, RED 2021), with particular regard to chapters 19 (Landscape and Visual (Onshore)), 20 (Air Quality), and 26 (Historic Environment), and the Non-Technical Summary (NTS) to the PEIR;
- Accompanying documents, plans and maps showing the nature and location of the proposals; and consultation booklet.

The PEIR SIR has been prepared to inform a second Statutory Consultation exercise, and provides supplementary environmental information associated with new alternatives and modifications to the Rampion 2 onshore part of the original PEIR Assessment Boundary.

The Council's response focuses on topic areas within the PEIR SIR that are considered by the Council to be the key issues within its district authority remit; Longer Alternative Cable Routes; Alternative Cable Routes; Modified Routes; Trenchless Crossings; Alternative temporary construction and permanent accesses; Environmental considerations – all alternatives and modifications. Longer Alternative Cable Routes LACR-01 and LACR-02 are noted but are located outside of Horsham District.

At the previous Statutory Consultation in 2021 (reopened 2022), two options for the onshore substation to connect the onshore cable route to the national electricity network were presented. In July 2022, RED announced that their preferred site was in the Bolney Road/Kent Street area, now referred to as 'Oakendene'.

Horsham District Council's remit is to within its local authority area. The Council's response has referred back to its reply (16 September) to The Rampion 2 Statutory Consultation held from 14 July to 16 September 2021 (reopened between 7 February and 11 April 2022), carried out to inform the design of the scheme, and its Scoping stage reply July 2020.

It is noted as the alternatives and modifications presented in the PEIR SIR are focused on the onshore cable corridor, the environmental review has been carried out for onshore and crosscutting environmental aspects only. The Council's response as follows, is similarly structured.

Longer Alternative Cable Routes

Longer Alternative Cable Route -01 (LACR-01c)

PEIR SIR Description:

LACR-01c continues from LACR-01a and heads approximately 750m north and east through agricultural land and an open cut crossing of Michelgrove Lane. LACR-01c then continues approximately 1km north-east to a trenchless crossing (TC-27) up onto the shoulder of Blackpatch Hill. A second trenchless crossing (TC-28) is required down the steep east side of Blackpatch Hill. Temporary construction and permanent access (AA-24) to this section will be off Long Furlong Lane utilising the existing track where possible. Allowance has been made within the PEIR Assessment Boundary for access along the field boundary parallel to the existing track if the existing track is unsuitable.

From the eastern base of Blackpatch Hill, LACR-01c heads north and runs approximately 2.6km through agricultural land, parallel to wooded areas and between buildings and a gallops. Temporary construction and permanent access (AA-25) will be provided off Long Furlong. The existing bellmouth will be upgraded and an approximately 900m long access track will lead to the onshore cable construction corridor, with a combination of upgrades to the existing tracks and sections of new track. Provision has been made in the PEIR Assessment Boundary to create an access track along field boundaries parallel to the existing track if the existing track is unsuitable. An additional permanent access (AA-26) will also be provided from the A24 (Horsham Road) which will utilise approximately 2km of existing tracks running west from the A24, there will also be a section running for approximately 1.8km north to Sullington Hill/Barnsfarm Hill for this permanent access. A short section of permanent access (AA-27) utilising an existing track between fields will also be required.

A trenchless crossing (TC-29) is required at the slope down Sullington Hill/Barnsfarm Hill for approximately 400m in length. LACR-01c re-joins the original PEIR Assessment Boundary at this point.

Horsham District Council Response:

The Council raises Significant Concern with this alternative cable route, as it will lead to additional significant adverse residual effects on additional socio-economic receptors and heritage assets, and significant adverse residual Landscape and Visual Impacts. This is even accounting for the implementation of embedded environmental measures, and which alter the assessment outcomes and conclusions presented in the PEIR for socio economics and LVIA.

Socio-economics

LACR-01c introduces additional socio-economic receptors including users of Public Rights of Ways including footpaths, bridleways and restricted byways. LACR-01c will lead to moderate/major adverse effect (**Significant**) on user of restricted byway 2092. For the users of all the other Public Rights Of Way impacted by LACR-01c, even accounting for the implementation of embedded environmental measures (Appendix F) this will lead to additional significant residual effects.

Landscape and Visual Impact

LACR-01c will pass through two Landscape Character Areas (LCA) and the SDNP. LACR-01c will have a significant adverse effect on landscape receptor A3: Arun to Adur Open Downs LCA. In total,

LACR-01c crosses approximately 18 treebelts/hedgerows with trees/hedges or field boundaries.

LACR-01c will also have a significant adverse residual effect on part of the SDNP and two of the seven special qualities of the SDNP will be significantly affected for a temporary period during the construction phase.

LACR-01c will result in the following significant adverse visual effects during the construction phase. The nature of these residual effects will be both direct and indirect, adverse and in some cases cumulative with the offshore elements of the Proposed Development.

Terrestrial ecology and nature conservation

It is noted priority habitat close to, but not crossed by the LACR-01c, is lowland calcareous grassland located at Sullington Hill (a Local Wildlife Site). A trenchless crossing (TC-29) is proposed at the slope down Sullington Hill/Barnsfarm Hill for approximately 400m in length.

Historic Environment

Within LACR-01c, there are features relating to a relic field system, comprising archaeological remains dating to the prehistoric, Roman and medieval periods, further indicating the potential for unknown remains of potentially high heritage significance at this location.

It is noted LACR-01c introduces new designated heritage assets not previously identified within the baseline. There is potential for a very low to low magnitude of change to receptors of high heritage significance, resulting in **minor to moderate** adverse effects. Minor adverse effects will be Not Significant and moderate adverse effects could potentially be **Significant**.

Alternative Cable Routes

Alternative Cable Route -06 (ACR-06)

PEIR SIR Description:

ACR-06 commences approximately 180m south of Ashurst running west of Horsham Road for approximately 750m and alongside Spithandle Road for approximately 700m. ACR-06 is to the east of the original PEIR Assessment Boundary. ACR-06 avoids impacts on a private nature conversation scheme and engineering constraints. ACR-06 includes a trenchless crossing of Spithandle Lane and Calcot Wood (TC-13) and of the B2135 and River Arun tributary (TC-14) where ACR-06 re-joins the original PEIR Assessment Boundary. ACR-06 includes an additional temporary construction and permanent access from Spithandle Lane.

Horsham District Council Response:

The Council does not consider this route ideal as the alternative version goes through a complex field pattern landscape and introduces additional sensitive receptors including socio-economic with changes in the magnitude of impact experienced by three designated heritage assets. However, the alternative route ACR-06 might be possibly slight less harmful for landscape as it cuts through less connecting hedges and there is trenchless crossings. The Council is aware there will be permanent easement of 15 -20 metres in the routing through Ancient Woodland, even with the trenchless crossings. Whilst hedgerow will be reinstated, the need for easement creates uncertainty that you can manage and retain woodland in longevity.

Socio-Economic

The implementation of a trenchless crossing at the B2135 and River Adur (TC-14) reduces potential impact on Horsebridge Common, an additional receptor identified in ACR-06.

Landscape and visual impact

ACR-06 introduces a further trenchless crossing at Spithandle Lane (TC-13) with the onshore cable passing under Spithandle Lane, Calcot Wood, connecting hedges to Calcot Wood and Square Corpse, roadside hedges, and a stream. ACR-06 crosses three hedgerows with mature trees. The implementation of a trenchless crossing at B2135 (TC-14) will avoid effects on landscape character and elements including woodland, watercourses and hedgerows in this location.

Terrestrial ecology and nature conservation

The area within ACR-06 consists of plantation woodland, including a small area of Ancient Woodland (replanted), improved grassland, arable fields, hedgerows and treelines.

The trenchless crossings (TC-13 and TC-14) will pass under some of the most sensitive habitats including Ancient Woodland (replanted), plantation woodland, a watercourse and several of the hedgerows/tree lines present. The trenchless crossing under Ancient Woodland (TC-13) will have a minimum depth of 6m to ensure damage to root systems can be avoided (99% of tree roots occur in the top 2m of soil).

The implementation of embedded environmental measures (include the reduction in temporary hedgerow loss to a maximum of 14m per crossing, from 30-50m listed in the PEIR.

Historic Environment

It is noted the magnitude of impact by of 3 heritage assets will change. This change is largely resulting from the close proximity of these assets to ACR-06, which is considered likely to increase the perceptibility of construction activities affecting the setting of these designated heritage assets: Horsebridge House; Blakes Farmhouse (1353943); and Bergen-op-Zoom Cottage. However, taking into consideration the following points and implementation of embedded environmental measures, the assessment of residual effects on these designated heritage assets will be not significant.

Alternative Cable Route -07 (ACR-07)

PEIR SIR Description:

ACR-07 is located approximately 220m east of Bines Green at its closest point. ACR-07 commences approximately 650m south of Bines Green and approximately 550m northeast of Ashurst. ACR-07 is northeast of the original PEIR Assessment Boundary. ACR-07 avoids new infrastructure with planning permission and is in response to further engineering considerations.

ACR-07 is approximately 1.1km in length and crosses agricultural fields, including a trenchless crossing of a farm access track and mature treeline (TC-15). ACR-07 continues north-east to then cross the River Adur via a trenchless crossing (TC-16), before re-joining the original PEIR Assessment Boundary.

Horsham District Council Response:

The Council raises No Concern. It is noted additional sensitive receptors are introduced as a result of ACR-07 but the Council accepts with the implementation of embedded environmental measures, no new or different significant residual effects have been identified which alter the assessment outcomes and conclusions presented in the PEIR.

Modified Routes

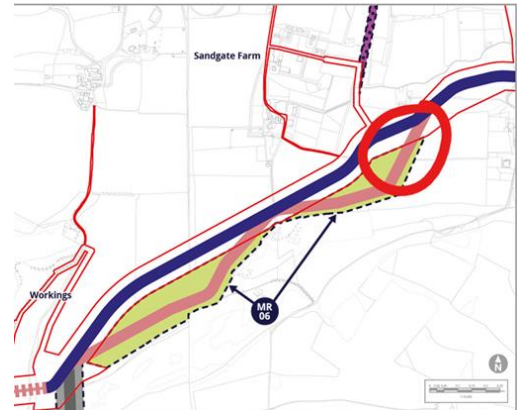
MR-06 Figure 18, Appendix A)

PEIR SIR Description:

Area added to extend the southeast part of the original PEIR Assessment Boundary. This is located approximately 940m southwest of Washington and provides an additional area for onshore cable installation (open trench) with cable easement to run parallel to the boundary adjacent to the woodland. This avoids features including gallops and surface water flooding.

Horsham District Council Response:

The Council raises Significant Concern that MR-06 appears to cut across the two veteran trees 159529 and 159530. The route must be reviewed and adjusted so that these two notable trees can be safeguarded. The presence of these veteran trees is not referenced in the PEIR SIR, as the embedded environmental measures are the same as Appendix F related to hedgerows. Below is extract from the Council's records with the veteran trees highlighted yellow.



MR-07 (Figure 19, Appendix A)

PEIR SIR Description:

Two areas added to extend the original PEIR Assessment Boundary to the south with the eastern area approximately 100m north-west of Washington and the western area approximately 550m north-west of Washington. Both MR-07 areas provide optionality for the direction of the trenchless crossing, including suitable working area for cable stringing out and offset from Ancient Woodland. The eastern section of the two areas provides flexibility for a suitable bend on the cable.

Horsham District Council Response:

The District Council notes MR-07 is still a trenchless crossing under the A24 London road, recreation ground and A283, adjusted to allow flexibility for laying out of ducts, maintain distance from Ancient Woodland and an existing gas constraint.

Horsham District Council also notes it was explained in the PEIR that constraints significantly limited the routing opportunities within this sensitive locality; Given the technical construction challenges presented by the steep slope and potential environmental impacts such as Chanctonbury Hill SSSI and Washington Chalk Quarry Local Wildlife Site (LWS), as well as ancient woodland, the original route (Washington A) was discounted and an alternative route (Washington B) adopted. The PEIR assessed the Washington B route to be the only viable alternative. Washington B crossed approximately 200 metres of Sullington Hill LWS. The route is located near to Rock Common Sand Quarry, a locally important geological site and crosses an Archaeological Notification Area; multi-period features on Chantry Bottom, Sullington Hill and Kithurst Hill, Storrington and Sullington. It is within 100m of Washington Conservation Area, which includes several Grade II listed buildings and within 100m of two Grade II listed buildings at Lower Chancton Farm. Views in this area will need to be considered from the South Downs National Park.

However, it raises Significant Concerns on the following matters:-

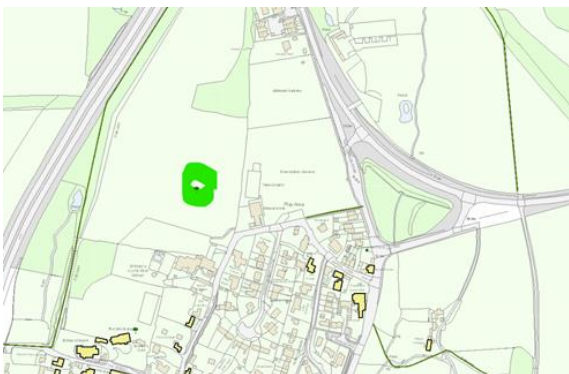
It is unclear from the Outline Code of Construction Practice consultation document if the four working areas with the stretch of the cable route in the Washington locality are proposed for the same length of time as the onshore cable construction compounds (up to three years and six months), given the working areas are for cable stringing out only. The Washington Recreation Ground and Allotments recreation ground which has one football pitch, one cricket pitch and parking for 12 vehicles, is an important amenity asset to the local community. Two abutting parcels of land are also recognised as public green space, these are Jockey's Meadow and The Triangle. Their importance to the community as Local Green Spaces is reflected in their status under Policy 16 of the Storrington Sullington and Washington Neighbourhood Plan 2018-2031).

The Council notes the sensitivity impacts to these receptors is noted as **Low** and Medium with **negligible** and **minor** significance in the 2021 PEIR and as unchanged in the 2022 PEIR SIR. The Council further notes a number of embedded environmental measures have been identified and committed at reducing (and mitigating) the impact of construction activity on these receptors. The Council would expect commitments at Environmental Statement stage to demonstrate the applicant has engaged with those communities affected on the effects to reduce disruption to these recreation assets.

The Council queries if all four area construction compounds identified in M06, MR-07, MR-08 are necessary and would advocate rationalisation and other embedded environmental measures in the future Environmental Statement and Code of Construction Practice, to reduce disruption to the use and function of the recreation ground and disturbance to sensitive residential receptors. This is with particular regard to residents of Washington Village Given all four compounds are still under consideration for optimal choice, at this stage, there are uncertainties regarding the scale of operation and disturbance potential, including noise. It is important that Washington Parish Council is fully and actively consulted on the details of this process.

The Storrington, Sullington and Washington Neighbourhood Plan (2019) has a 'dark skies' policy which should be respected for lighting of these compounds.

A veteran tree (ID 54865) is located in close proximity to this MR-07 route, in adjacent Jockey's Field on National Trust Land. The District Council seeks confirmation that the retention of the tree will be accommodated either by avoiding completely or that the depth of the trenchless routes do not damage the tree. The former is the most welcomed outcome, given the permanent easement of 15 – 20 metres along the cable route. The tree is identified highlighted green below:-



MR-08 (Figure 20, Appendix A)

PEIR SIR Description:

Area added approximately 600m north-east of Washington to extend the original PEIR Assessment Boundary to the north. This is to minimise severance of agricultural fields.

Horsham District Council Response:

The Council raise No concern.

MR-09 (Figure 23, Appendix A)

PEIR SIR Description:

Area added to extend the original PEIR Assessment Boundary to the west, located approximately 150m east of Ashurst. This is to minimise the severance of agricultural fields.

Horsham District Council Response:

Trenchless crossings is being proposed under the mature tree corridor (TC 15). These trees line the public right of way and from maps look like could be quite good specimens.

MR-10 (Figure 25, Appendix A)

PEIR SIR Description:

Area added to extend the original PEIR Assessment Boundary to the east, located approximately 600m to the south-east of Partridge Green. This is to provide a topsoil storage compound outside of the nearby floodplain.

Horsham District Council Response:

The Council raise No concern.

MR-11 (Figure 26, Appendix A)

PEIR SIR Description:

Area added to extend the original PEIR Assessment Boundary to the east approximately 270m north of Shermanbury. This is to enable the onshore cable corridor to run parallel to the edge of the field boundaries, thereby minimising severance of agricultural fields.

Horsham District Council Response:

The Council raise No concern.

MR-12 (Figure 27, Appendix A)

PEIR SIR Description:

Area added to extend the original PEIR Assessment Boundary to the east, located approximately 1.4km south-east of Cowfold. This is to enable the onshore cable corridor to take a more direct route. MR-12 includes a trenchless crossing (TC-17) of a tributary of Cowfold Stream and hedgerows classed as Important under the Hedgerow Regulations.

Horsham District Council Response:

The Council raise No concern.

MR-13 (Figure 28, Appendix A)

PEIR SIR Description:

Area added to extend the original PEIR Assessment Boundary to the east approximately 1km south-east of Cowfold. This is to enable a trenchless crossing (TC-18) of hedgerows, mature trees and of Cowfold Stream. This will also move the corridor further east from residential properties.

Horsham District Council Response:

A larger portion of the route is proposed to be trenchless and this is likely to have less negative impacts as more of the landscape features will be protected by the trenchless route. The Council preference is to this outcome. Note, higher risk of contamination and going through a pond.

MR-14 (Figure 29, Appendix A)

PEIR SIR Description:

Area added to extend the original PEIR Assessment Boundary to the east approximately 1.4km south-east of Cowfold. This allows for the onshore cable installation to take place outside the root protection area of a veteran tree identified during arboricultural surveys.

Horsham District Council Response:

The Council raises No concern.

Trenchless Crossings

TC-12 (Figure 21, Appendix A)

PEIR SIR Description:

Additional trenchless crossing of Water Lane and a tributary of Honeybridge Stream (TC-12). Environmental review of TC-12 is provided in Table D2 in Appendix D.

Horsham District Council Response:

Support and welcome the use of TC-12.

TC-13 and TC14 included in ACR-06 (Figure 22, Appendix A)

PEIR SIR Description:

Additional trenchless crossings of Spithandle Lane and Calcot Wood (TC-13), and of the B2135 and River Arun tributary (TC-14). Environmental reviews of TC-13 and TC-14 are included as part of ACR-06 (Section 3.8) and further description of ACR-06 is provided in Table 3-1.

Horsham District Council Response:

The Council raises No concern.

TC-15 and TC16 included in ACR-07 (Figure 24, Appendix A)

PEIR SIR Description:

Additional trenchless crossings of the Adur River (TC-16) and a farm access track and mature treeline

(TC-15). Environmental reviews of TC-15 and TC-16 are included as part of ACR-07 (Section 3.9) and further description of ACR-07 is provided in Table 3-1.

Horsham District Council Response:

The Council support the use of trenchless crossing TC15 to safeguard the retention of the mature tree belt.

TC-17 included in MR-12 (Figure 27, Appendix A)

PEIR SIR Description:

Trenchless crossing of the tributary of the Cowfold Stream and hedgerows classed as Important under the Hedgerow Regulations (TC-17). Environmental review of TC-17 is included as part of MR-12 (Appendix D) and further description of MR-12 is provided in Table 4-1.

Horsham District Council Response:

The Council raises No concern.

TC-18 included in MR-13 (Figure 28, Appendix A)

PEIR SIR Description:

Trenchless crossing of hedgerows, mature trees and the Cowfold Stream (TC-18). Environmental review of TC-18 is associated with MR-13 (Appendix D) and further description of MR-13 is provided in Table 4-1.

Horsham District Council Response:

The Council raises No concern.

TC-19 and TC20 (Figure 31, Appendix A)

PEIR SIR Description:

Additional trenchless crossing of a tributary of Cowfold Stream (TC-19) for the entry to Bolney Road/Kent Street onshore substation search area cable. A second trenchless crossing of Kent Street and associated ditch (TC-20) for the exit of Bolney Road/Kent Street onshore substation search area cable. Environmental review of TC-19 and TC-20 are provided in Table D2 in Appendix D.

Horsham District Council Response:

The Council raises No concern.

TC-21 (Figure 31, Appendix A)

PEIR SIR Description:

Additional trenchless crossing of Wineham Lane (TC-21) within the onshore part of the original PEIR Assessment Boundary. Environmental review of TC-21 is provided in Table D2 in Appendix D.

Horsham District Council Response:

TC-21 is Welcomed

TC-29 (Figure 43, Appendix A)

PEIR SIR Description:

Additional trenchless crossing of steep terrain from Sullington Hill to re-join the PEIR Assessment Boundary (TC-29). Environmental review of TC-29 is included as part of LACR-01c (Section 3) and further description of LACR-01c is provided in Table 2-1.

Horsham District Council Response:

Please refer to HDC response on LACR-01c

Alternative temporary construction and permanent accesses

AA-11 (Figure 18, Appendix A)

PEIR SIR Description:

Alternative temporary construction access runs from the A283 opposite Hampers Lane approximately 1.2km south-east of Storrington using a newly created bell mouth entry and track. AA-11 then proceeds south for approximately 750m to the original PEIR Assessment Boundary. The access will be provided via a new temporary stone road. AA-11 provides an alternative temporary construction access in response to further engineering considerations.

Horsham District Council Response:

The District Council raises No concerns provided this is temporary access for construction only, and that the Local Highway Authority is satisfied that highway matters are addressed. It is noted that HGV routing would avoid Storrington AQMA but there would be additional traffic using the A283 which is a concern to local communities. Concern is that open views towards the Downs from Storrington Road (particularly AA12) are attractive and having a permanent access in this location is likely to have a negative effect on the special qualities of the SDNP. Query the need for two temporary accesses in such close proximity given location in the South Downs National Park.

AA-12 (Figure 18, Appendix A)

PEIR SIR Description:

Alternative temporary construction access runs from the A283 approximately 600m north-west of Washington using a newly created bell mouth entry and track. AA-12 runs for approximately 350m south of the A283 and parallel to the eastern edge of the field to the original PEIR Assessment Boundary. The access will be provided via a new temporary stone road. AA-12 provides an alternative temporary construction access in response to further engineering considerations.

Horsham District Council Response:

The Council raises No concerns, provided temporary access for construction only. It is noted that HGV routing would avoid Storrington AQMA but there would be additional traffic using the A283 which is a concern to local communities. The Council raises Concern is that open views towards the Downs from Storrington Road (particularly AA12) are attractive and having a permanent access in this location is likely to have a negative effect on the special qualities of the SDNP. Query the need for two temporary accesses in such close proximity given location in the South Downs National Park.

AA-13 (Figure 19, Appendix A)

PEIR SIR Description:

Alternative permanent access located on the west side of the A24, this is reached by a bridge from The Street on the east side of the A24 on the edge of Washington. No upgrades are required. AA-13 then connects to the access track identified in the original PEIR Assessment Boundary that runs north for approximately 250m.

Horsham District Council Response:

The Council raises No concern, provided that the Local Highway Authority is satisfied that highway matters are addressed and that traffic is managed appropriately to avoid additional traffic travelling through the village of Washington.

AA-14 (Figure 21, Appendix A)

PEIR SIR Description:

Alternative temporary construction and permanent access runs from an existing access off the A283 approximately 800m south-east of Wiston to the original PEIR Assessment Boundary east of a high-pressure gas main. Both the temporary construction and permanent accesses run north along an existing track from A283. The permanent access continues to follow the track to the north-northwest for approximately 200m, whilst the temporary construction access heads north across agricultural fields (approximately 180m) using a new temporary stone road. AA-14 provides an alternative temporary construction and permanent access in response to further engineering considerations.

Horsham District Council Response:

Supported and welcomed as it moves construction access further away from the Listed Building.

AA-15 (Figure 30, Appendix A)

PEIR SIR Description:

Alternative permanent access runs broadly west from Wineham Lane for approximately 500m to the original PEIR Assessment Boundary. The access is located approximately 1km south of the A272 via existing tracks and utilises an existing access at Wineham Lane. AA-15 provides an alternative permanent access that minimises disturbance to gallops.

Horsham District Council Response:

The Council raises No concern.

AA-25 (Figure 42, Appendix A)

PEIR SIR Description:

Alternative temporary construction and permanent access is provided via an existing access point off Long Furlong to LACR-02 over a distance of approximately 850m. Alternative temporary construction access will follow the route of the current access to Tolmar Farm and use either the existing track if suitable or install a new temporary stone road in the adjacent field. After passing the farm, the route will be along a new temporary stone road along field boundaries up to the construction strip. Any area of temporary stone road would be removed and reinstated to previous use on completion of construction. Permanent access will aim to follow the existing track to Tolmar Farm and then proceed along field boundaries up to the cable easement. AA-25 is included in the assessment of LACR-01c.

Horsham District Council Response:

Although just outside of our District, the Council raises concerns with this access as while this is a shorter route, it goes through sensitive landscape and widening the existing track may have a negative effect to the existing landscape features and well established green corridors.

AA-26 (Figure 42, Appendix A)

PEIR SIR Description:

Alternative permanent access runs west from the A24 past Muntham Farm, using existing tracks and paths to reach the onshore cable corridor. After passing Muntham Farm, one track runs westward towards Blackpatch Covert whilst the other runs north towards Sullington Hill. AA-26 is approximately 3.7km in length and would use the existing tracks and paths where possible. AA-26 is included in the assessment of LACR-01c in Section 3.

Horsham District Council Response:

The Council accepts AA-26 in principle but notes, the access follows the same route as public rights of way.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M. Porter', written in a cursive style.

Matthew Porter
Senior Planning Officer