



## **Rampion Offshore Wind Farm**



### **ES Section 28 – Onshore Socio-economics**

**RSK Environmental Ltd**

**Document 6.1.28**

**December 2012**

**APFP Regulation 5(2)(a)**

**Revision A**

**E.ON Climate & Renewables UK Rampion Offshore Wind Limited**

## CONTENTS

<b>28 SOCIO-ECONOMICS .....</b>	<b>28-1</b>
28.1 Introduction .....	28-1
28.2 Legislation and Policy Context .....	28-1
28.3 Assessment Methodology.....	28-3
28.4 Environmental Baseline .....	28-7
28.5 Predicted Impacts .....	28-18
28.6 Mitigation Measures.....	28-33
28.7 Residual Effects .....	28-36
28.8 Cumulative Impacts .....	28-37
28.9 References .....	28-42

### Tables

Table 28.1: Relevant Scoping Responses.....	28-4
Table 28.2: Sensitivity/Importance of the Receptor .....	28-6
Table 28.3: Magnitude of Impact.....	28-6
Table 28.4: Significance of Effect .....	28-7
Table 28.5: Population Change in West Sussex County mid-2009 to mid-2010 .....	28-7
Table 28.6: Schools Within the Study Area.....	28-11
Table 28.7: Public Rights of Way Crossings .....	28-14
Table 28.8: PRoW and Cycle Route Proposals .....	28-26
Table 28.9: Summary of Impacts, Mitigation Measures and Significance of Effects ..	28-38

### Figures

Figure 28.1: Common Land & Open Access Areas (maps 1-2)
Figure 28.2: Public Rights of Way (map 1-2)
Figure 28.3: PRoW temporarily closed (not to scale)
Figure 28.4: PRoW with gated access to works area (not to scale)
Figure 28.5: PRoW within temporary diversion within the working area (not to scale)



---

## 28 SOCIO-ECONOMICS

---

### 28.1 Introduction

---

28.1.1 This section of the Environmental Statement (ES) considers the implications of the onshore elements of the proposed Rampion Offshore Wind Farm (the Project), from the landfall, along the cable route and the onshore substation for the local and wider economy, tourism and recreation. Impacts relating to visual effects, noise, and traffic and transport are considered in Section 26 (Landscape and Visual), Section 27 (Noise and Vibration) and Section 29 (Transport), respectively. The implications of the offshore elements, including the offshore wind farm, export cable, and operations and maintenance of the proposed development for the local and wider economy, tourism and recreation are addressed in Section 17 (Offshore Socio-economics).

### 28.2 Legislation and Policy Context

---

#### Policy Guidance and Local Planning Policies

28.2.1 As discussed in Section 4 (Planning Policy Context), national planning policy is provided by a range of National Policy Statements (NPSs) and the National Planning Policy Framework (NPPF). The following NPSs and NPPF sections have been considered when assessing the socio-economic impact of the proposed onshore works:

- Overarching NPS for Energy (EN-1);
- NPS for Renewable Energy Infrastructure (EN-3);
- NPS for Electricity Networks (EN-5);
- NPPF - 1 Building a strong, competitive economy;
- NPPF - 7 Requiring good design; and
- NPPF - 4 Promoting healthy communities.

28.2.2 The specific assessment requirements for socio-economics, as detailed within the NPSs, are set out below.

28.2.3 Sections 5.12.3 of the NPS EN-1 states that: “The assessment should consider all relevant socio-economic impacts, which may include:

- The creation of jobs and training opportunities
- The provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities

- Effects on tourism
  - The impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure
  - Cumulative effects – if development consent were to be granted for a number of projects within a region and these were developed in a similar timeframe”.
- 28.2.4 Sections 5.12.4 and 5.12.5 of NPS EN-1 state that: “Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development’s socio-economic impacts correlate with local planning policies. Socio-economic impacts may be linked to other impacts, for example the visual impact of a development may also have an impact on tourism and local businesses.”
- 28.2.5 NPS EN-3 and EN-5 do not specifically consider socio-economic effects.
- 28.2.6 NPS EN-1 notes that the IPC (now the Secretary of State) may also consider Development Plan Documents or other documents in the Local Development Framework. The NPS takes into account existing Planning Policy Statements (PPS) and Planning Policy Guidance (PPG), now replaced by the NPPF.
- 28.2.7 The NPPF states ‘Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails’ The NPPF also acknowledges the importance of access to open space for the health and wellbeing of communities.
- 28.2.8 The proposed onshore cable route and substation are within the jurisdiction of West Sussex County Council. Sections of the onshore works pass through the following Borough and District Council areas:
- Worthing Borough Council;
  - Adur District Council;
  - Horsham District Council; and
  - Mid Sussex District Council.
- 28.2.9 In addition, the cable route passes through the South Downs National Park Authority (SDNPA).
- 28.2.10 Relevant local plan policies are listed in Section 4 (Planning Policy Context).

---

## 28.3 Assessment Methodology

---

### Establishment of Baseline Environment

28.3.1 In order to ascertain the potential socio-economic effects of the proposed onshore works, several sources of information such as Development Plans, websites and maps were reviewed for a study area comprising a 2km corridor around the proposed onshore works (see Figure 28.1). These sources include:

- Adur District Local Plan (1996);
- Worthing Core Strategy (April 2011);
- Saved Policies from the Worthing Local Plan (2003);
- Horsham Core Strategy (2007);
- Horsham General Development Control Policies (2007);
- Mid-Sussex Local Plan (2004);
- University of Brighton, Adur Community Profile (2002);
- Local Council website resources;
- Ordnance Survey (OS) mapping;
- The English Indices of Deprivation (2008);
- The Office for National Statistics (ONS) NOMISWEB database for population statistics (<http://www.nomisweb.co.uk/>);
- The ONS Neighbourhood Statistics website for census data (<http://www.neighbourhood.statistics.gov.uk/>);
- The Multi Agency Geographic Information for the Countryside (MAGIC) database (<http://magic.defra.gov.uk/>) for details of Open Access Areas and Common Land;
- The Sustrans website for details of cycle routes (<http://www.sustrans.org.uk/>); and
- <http://www.shorehamharbour.com/> for details on the regeneration of Shoreham harbour.

28.3.2 In addition, baseline information was collated from engagement with West Sussex County Council Public Rights of Way Officer; input from Project Liaison Groups; responses from public engagement; and engagement with local interest groups.

28.3.3 The identification and assessment of impacts has been made on the basis of the information set out above, supplemented by information from a site visit undertaken in July 2011.

### Scoping and Consultation

28.3.4 As part of the scoping phase of the Environmental Impact Assessment (EIA), a Scoping Report (E.ON/RSK, September 2010) was prepared to set out the proposed approach to EIA in respect of the proposed development, including the identification of assessment methodologies for each of the EIA topic areas to be assessed. The Scoping Report was submitted to the IPC in September 2010. A Scoping Opinion (IPC, October 2010) was received from the IPC incorporating comments from a wide range of consultees. A copy of the Scoping Report, the consultee scoping responses and a summary of the scoping responses are included in Appendix 5.1 and 5.2.

28.3.5 The information and advice received during the scoping process with regard to socio-economic issues is summarised in Table 28.1.

**Table 28.1: Relevant Scoping Responses**

Date	Consultee	Summary response	Sections where addressed
11/10/2010 & 12/10/2010	Adur District Council	Further information relating to employment should be considered in the EIA process. Acknowledgement should be given to the high levels of deprivation within Adur.	Paragraph 28.5.2-28.5.9  Paragraph 28.4.16
12/10/2010	Brighton and Hove City Council	The regeneration of Shoreham Harbour should be considered in the assessment. The main aims of the regeneration are to address socio-economic deprivation, provide zero-carbon, mixed use developments inc. several thousand new homes, jobs, leisure and retailing facilities.	Paragraph 28.4.17-24.4.18
29/09/2010	South East England Development Agency (SEEDA) <sup>1</sup>	Socio-economic assessment should include: <ul style="list-style-type: none"> <li>○ Number of direct jobs to be created permanent and temporary</li> <li>○ Number of indirect jobs</li> <li>○ Opportunities for local business</li> <li>○ Analysis of local skills and assessment of training needs</li> <li>○ Economic impact on local economy – possible increase in Gross Value Added (GVA) – this impact could be significant</li> </ul>	Paragraph 28.5.2-28.5.9

<sup>1</sup> SEEDA ceased to exist on 31<sup>st</sup> March 2012

Date	Consultee	Summary response	Sections where addressed
		on economically depressed areas such as Newhaven.	
11/11/2010	Woodmancote Parish Council	Please be aware of the small piece of Common Land at Hundred Stedde close to the route.	Paragraph 28.4.49

28.3.6 The scope of the assessment was modified accordingly to take account of the above consultee responses and the opinions of the IPC, the findings of which were reported in draft form in the Draft ES.

28.3.7 As detailed in Section 5 (EIA Methodology), an extensive programme of engagement has been undertaken with regard to the Project, details of which are provided in the Consultation Report (which accompanies the Development Consent Order (DCO) application) Document 5.1. This included publication of the Draft ES as part of the Section 42 and Section 48 consultation in June 2012.

28.3.8 Following a review of consultee feedback on the Draft ES, and discussions with consultees (including meetings with West Sussex County Council Public Rights of Way officers and the South Downs Local Access Forum), the following modifications have been made to the Project and overall assessment scope:

- Further details on the proposed approach for PRoW diversions/closures provided including a proposed short-term temporary PRoW diversion for the South Downs Way National Trail crossed by the cable route, and proposed diversions for PRoW, both temporary, and permanent in the vicinity of the substation site.
- Additional mitigation measures incorporated to minimise impacts on ProW users.
- A commitment to provide a PRoW Communications Strategy

28.3.9 Full details of the consultation process and associated responses are documented in Document 5.1 (Consultation Report).

### **Identification and Assessment of Impacts and Mitigation Measures**

28.3.10 An assessment has been made of the significance of environmental effects, taking into account the importance/sensitivity of the receptor, the magnitude of impact, the duration/persistence of the impact and the likelihood of the impact occurring. Examples of criteria that have been used to make judgments on the importance/sensitivity of the receptor(s) and magnitude of impact are presented in Table 28.2 to Table 28.3 below.



**Table 28.2: Sensitivity/Importance of the Receptor**

Receptor Sensitivity/Importance	Description
High	National economy Assisted areas Tourist attractions of regional or national importance National trails Rural areas valued for their tranquillity Businesses that could be affected economically by construction work
Medium	Tourist attractions of local importance Local economy Settlements that could be disturbed by construction work Well-used public rights of way Open access land under the Countryside and Rights of Way Act 2000 Other rural areas
Low	Rarely-used public rights of way

**Table 28.3: Magnitude of Impact**

Magnitude	Definitions
Large	Substantial, permanent impacts on the national or regional economy, including tourism and recreation Substantial, permanent social or cultural impacts at national or regional level
Medium	Moderate temporary or permanent impacts on the national or regional economy, including tourism and recreation Substantial, permanent impacts on the local economy Substantial, permanent local social or cultural impacts
Small	Minor temporary or permanent impacts on the national or regional economy, including tourism and recreation Moderate temporary or permanent impacts on the local economy Moderate temporary or permanent local social or cultural impacts
Negligible	Negligible or undetectable impacts on the national or regional economy Negligible or undetectable social or cultural impacts at national or regional level Minor temporary or permanent impacts on the local economy Minor temporary or permanent local social or cultural impacts

Note: Impacts can be adverse or beneficial

28.3.11 Impacts have been interpreted using professional judgment and experience based on similar previous projects. Mitigation measures employed successfully on similar previous projects have been identified, where applicable and relevant.

28.3.12 An assessment of the significance of impacts has been made, which is a function of the sensitivity of receptors and the magnitude of change. The categories used when classifying overall significance are indicated in Table 28.4.

**Table 28.4: Significance of Effect**

Magnitude	Sensitivity/Importance		
	High	Medium	Low
Large	Major	Major/ Moderate	Moderate
Medium	Major/Moderate	Moderate	Minor
Small	Moderate	Minor	Minor
Negligible	Minor	Negligible	Negligible

Note: Effects can be adverse or beneficial

28.3.13 An assessment has been made of the significance of residual effects, i.e. those remaining after mitigation.

### Uncertainty and Technical Difficulties Encountered

28.3.14 The desk-based assessment has included review of local council websites and OS mapping in order to identify potential constraints such as community facilities, schools and public open spaces; however, the information presented cannot be relied upon as a definitive list.

28.3.15 The potential impact that construction may have on individual tourist events/attractions in the area is dependent upon event dates, opening times, the routes used by visitors to reach the events and the predicted number of visitors. Other factors which may affect the numbers of tourists are impossible to predict and quantify, such as economic climate and weather.

## 28.4 Environmental Baseline

### *Population & Settlement*

28.4.1 Table 28.5 below shows a breakdown of the population change in West Sussex County, by local authority area, for the period of mid-2009 to mid-2010. These figures are based on the mid year population estimates published by the ONS (accessed October 10/1011). (Only local authority areas crossed by the proposed onshore works have been included).

**Table 28.5: Population Change in West Sussex County mid-2009 to mid-2010**

	Mid-2009 population (Thousands)	Mid-2010 population (Thousands)	Population Change (%)
<b>West Sussex</b>	<b>792.9</b>	<b>799.7</b>	<b>0.85</b>
Adur	61.3	61.6	0.49
Horsham	129.8	130.8	0.77
Mid Sussex	131.6	132.5	0.68
Worthing	102.4	103.2	0.78

### *Worthing*

- 28.4.2 In 2009, the mid year population estimate for the local authority area of Worthing was 102,400 persons. The town of Worthing (one of the largest in West Sussex) largely dominates Worthing Borough, making the borough principally urban in character. Outside of the urban area, parts of the borough fall within the South Downs National Park. The Worthing Submission Core Strategy (Worthing Borough Council, 2010) states that the settlement pattern of the borough is influenced by its 7.5km of shoreline and two areas of river flood zones; Ferring Rife and Teville Stream.
- 28.4.3 The mid year population estimates predicted low population growth in the 2009-2010 period. The Worthing Submission Core Strategy states that population growth has been mainly from the in-migration of people moving in to Worthing from near-by Brighton and Hove.
- 28.4.4 The Submission Core Strategy also states “A significant aspect of Worthing’s population is the relatively large number of older residents, many of whom have retired to the coast from elsewhere”.

### *Adur*

- 28.4.5 In 2009 the mid year population estimate for the local authority area of Adur was 61,300 persons. This represents a low estimated level of population growth from mid-2009 to mid-2010 of just 300 persons.
- 28.4.6 The population of Adur is mostly centred on the coastal towns of Lancing, Shoreham-by-Sea and Southwick. The northern area of the district is more sparsely populated, falling within the South Downs National Park.
- 28.4.7 Based on 2001 Census data, the Adur Community Profile (University of Brighton 2002) states the there is an even spread of the population in the broad age groups of children and young people, people of working age and people over retirement age.

### *Horsham*

- 28.4.8 The second largest district in West Sussex (Horsham District Council, accessed 2011), Horsham’s mid year population estimate for 2009 was 129,800 persons. Unlike the coastal districts of Adur and Worthing, Horsham is rural district; its population being spread across small market towns and villages. The largest settlement is the town of Horsham.
- 28.4.9 Southern parts of Horsham fall within the South Downs National Park. The High Weald Area of Outstanding Natural Beauty is also in Horsham.

### *Mid Sussex*

- 28.4.10 In 2009 the mid year population estimate for the local authority area of Mid Sussex was 131,600 persons. The estimated population growth between 2009 and 2010 was 0.68%. The Mid Sussex Community Profile (University of Brighton, 2002) suggests that this partly because of the districts *“increasing popularity as a commuting zone for both London and the Brighton coast”*.
- 28.4.11 The population of Mid Sussex is largely centred on the three urban zones of East Grinstead, Hayward’s Heath and Burgess Hill. There is also an *“extensive network of rural areas”*(University of Brighton, 2002) including the southern part of the district which falls within the South Downs National Park.

## **Economy & Employment**

### *Worthing*

- 28.4.12 The Submission Core Strategy states that Worthing has slightly higher levels of unemployment (3.9%) than West Sussex County as a whole (3%). The Submission Core Strategy also states *“Worthing residents have lower average earnings than the county, regional and national levels and an above average proportion of employment in lower-value employment sectors”*. (Worthing Borough, 2010).
- 28.4.13 The 2001 Census details the percentage of all persons aged 16 to 74, in employment, by their employment sector. This indicates that the economy of Worthing is dominated by wholesale, retail trade and repairs (16%), manufacturing (12%), real estate and business (12%) and health and social work (14%)(ONS, 2001).
- 28.4.14 The English Indices of Deprivation ranks Worthing Borough as 160 out of 326 local authority areas. The Submission Core Strategy states, *“low skill levels and educational attainment are key elements that contribute towards these high levels of deprivation. Across the borough the percentage of the population that are qualified to degree level or higher is lower than the national average”* (Worthing Borough Council, 2010).

### *Adur*

- 28.4.15 The 2001 Census indicates that key sectors of employment in Adur are wholesale, retail trade and repairs (18%), manufacturing (13%) and health and social care (12%)(ONS, 2001).
- 28.4.16 Similarly to Worthing, Adur has high levels of deprivation compared to the rest of West Sussex, ranking 145 out of 326 in the English Indices of Deprivation The Adur Community Profile also indicates that Adur has the highest unemployment in West Sussex (although this is low by national standards) and is the most educationally deprived area of West Sussex.

28.4.17 Recognising this deprivation, Adur District Council, Brighton and Hove City Council, West Sussex County Council, Shoreham Port Authority and the Homes and Communities Agency (HCA) are working together on a regeneration plan for the Shoreham Harbour area. A Joint Area Action Plan (JAAP) is currently being prepared for Shoreham Harbour by the partners, and public consultation will be undertaken early in 2013.

28.4.18 The Shoreham Harbour area has been awarded Growth Point status and Eco Development status by Government with significant associated funding awards. Shoreham Harbour Regeneration is a project with a vision to achieve future development of the Shoreham Harbour Area. The overall objective is to regenerate the Harbour area so that it provides the homes, jobs, facilities and services that are needed by the local community, and reduces deprivation and inequalities. It is proposed that this will be achieved by improving existing areas and creating attractive new developments which link closely with, and are part of, the existing communities of Shoreham, Southwick, Fishersgate and Portslade.

#### *Horsham*

28.4.19 Compared to the coastal districts of Worthing and Adur, Horsham is a much more economically and educationally affluent area. The English Indices of Deprivation ranks Horsham at 304 out of 354 local authority areas, and Limehouse Interactive (2004) state that *"On all measures of deprivation, everywhere in the District is above the national average and many areas are in the top 10% least deprived communities in the country"*(Limehouse Interactive, 2004) indicating that Horsham has high levels of educational attainment and a higher average wage than other parts of West Sussex County.

28.4.20 In the 2001 Census, the most important sectors of employment in Horsham were real estate and business (16%) and wholesale, retail trade and repairs (15%) (ONS, 2001).

#### *Mid Sussex*

28.4.21 The economic, employment and educational profile of Mid Sussex is similar to that of Horsham. Mid Sussex is ranked 315 out of 326 in the English Indices of Deprivation. The Local Authority Profile for Mid Sussex (2010) indicates that Mid Sussex has a greater percentage of people with higher-level qualifications than the national average, and that the average weekly wage in Mid Sussex is also higher than the national average (Nomis Web, 2010).

28.4.22 In the 2001 Census, the most important sectors of employment in Mid Sussex were real estate and business (15%) and wholesale, retail trade and repairs (14%)(ONS, 2001).

## Education and Schools

28.4.23 Schools and colleges within the study area are detailed in Table 28.6 below. There are no universities within the study area.

**Table 28.6: Schools Within the Study Area**

School	Distance to Cable Route
Lyndhurst First School	1,000m
Chesswood Middle School	1,000m
Springfield First School	1,050m
Whytemead First School	1,020m
Downsbrook Middle School	820m
Bramber First School	150m
Sompting Village School	490m
Twineham C of E Primary School (St Peters)	800m
Sompting Abbots Preparatory School	420m
Davison High School	680m

## Community Facilities

### *Worthing*

28.4.24 The two main areas of settlement within the study area are East Worthing and Broadwater.

28.4.25 Community facilities within the study area shown on the *Discover Worthing* (Adur and Worthing Councils, 2012) interactive map include:

- The Chesswood allotments approximately 120m from the proposed cable route;
- The Dominion allotments approximately 770m from the proposed cable route;
- Brooklands Pleasure Park and Golf Centre, crossed by the proposed cable route;
- The Ocean Health and Fitness centre, approximately 570m from the proposed cable route;
- At least 7 places of worship, the closest of which (St Charles Borromeo Church) is approximately 600m from the proposed cable route;
- Broadwater Library, approximately 990m from the proposed cable route;
- Lyons Farm recreation ground approximately 300m from the proposed cable route; and

- Worthing United Football Club Stadium, approximately 300m from the proposed cable route.

#### *Adur*

28.4.26 Sompting is the main settlement within the study area. There are also several individual farms in the north of the Adur District.

28.4.27 The *Discover Worthing* interactive maps also feature information on community facilities within Adur. From this, the following community facilities have been identified:

- St Mary's Church, located approximately 370m from the proposed cable route;
- The 11<sup>th</sup> century Coombes Church located approximately 440m from the proposed cable route;
- Sompting recreation ground, located approximately 520m from the proposed route;
- Croshaw recreation ground, located approximately 840m from the proposed cable route; and
- Hamble Road recreation ground located approximately 540m from the proposed cable route.

#### *Horsham*

28.4.28 In the district of Horsham the study area is located along the outskirts of Upper Beeding and Henfield.

28.4.29 Community facilities within the study area include The Royal Leisure Centre located between Woodmancote and Small Dole. The Royal Leisure Centre is a show jumping competition centre, which includes an indoor equestrian competition arena and two outdoor all-weather arenas. The Royal Leisure centre is located approximately 120m from the proposed cable route.

28.4.30 St Peter's Church is located approximately 130m from the proposed cable route in the village of Woodmancote.

28.4.31 There are also several smaller settlements and isolated dwellings within the study area.

#### *Mid Sussex*

28.4.32 There are many individual rural dwellings in the northern section of the study area as well as the settlements of Twineham and Wineham.

28.4.33 Community facilities within the study area include Twineham and Wineham Cricket Club south of Church Lane, Twineham.

28.4.34 St Peters Church Twineham is located approximately 600m from the proposed cable route in the village of Twineham.

### **Public Rights of Way and Cycle Routes**

#### *Public Rights of Way*

28.4.35 PRow comprise the following:

- Footpaths: Right of way on foot.
- Bridleways: Right of way on foot, on horseback and leading a horse, right for bicyclists and in some cases also with a right to lead or drive animals.
- Restricted Byways: Rights for all traffic except mechanically propelled vehicles.
- Byways Open to All Traffic (BOATs): Refers to certain carriageways (i.e. routes available to vehicles) which are used mainly for the purposes for which public footpaths and bridleways are used. Members of the public enjoy the same rights on a BOAT as on an ordinary public road, but should not normally expect the route to have a sealed (tarmac) surface. Most vehicular use of BOATs is by farm vehicles which need to access adjacent fields.
- Cycle Tracks: Right of way for all types of pedal cycles (not mopeds), including electrically-assisted cycles, with or without a right of access on foot (cycle ways do not have to be shown on a definitive map).

28.4.36 All types of PRow include the right of use for wheelchair users and those pushing prams or pushchairs.

28.4.37 There are 36 public right of way (PRow) crossings along the proposed cable route, as shown on Figure 28.2: Public Rights of Way and summarised in Table 28.7 below.



**Table 28.7: Public Rights of Way Crossings**

Public Right of Way	Approx. number of crossings by the proposed cable route
National Trail	1
Bridleway	9
Byway	1
Footpath	23
Restricted Byway	2
National cycle route	2
Regional cycle route	1

(Note: Each crossing of a PRow has been counted, even if it is the same PRow crossed at a different point.)

28.4.38 Informal paths exist in the recreational area of Brooklands Pleasure Park.

#### *National Trails*

28.4.39 The proposed cable route crosses the South Downs Way National Trail east of Upper Beeding (see Figure 28.2). The South Downs Way is a 160km long trail following the old routes and droveways along the chalk escarpment and ridges of the South Downs. It attracts 25,000 walkers each year (end to end) and around 100,000 who use sections of the trail in summer. Around a third of staying visitors to the National Park use the trail. The bridleway section of the trail is enjoyed by cyclists and horse riders, with 30% of users being mountain bikers. The South Downs Way plays an important role within the rural economy of the area (South Downs National Park Authority, Pers. Comms. 2011).

28.4.40 The Monarch’s Way is another long distance walk within the study area and is crossed by the proposed route, south west of Upper Beeding. It is not a National Trail, but is a 990km (615 mile) long distance footpath from Worcester to Shoreham-by-Sea.

#### *Cycle Routes*

28.4.41 The proposed cable route crosses the following national/regional cycle routes as shown on Figure 28.2:

- National Cycle Route 2 Newhaven to Portsmouth – Seaside Promenade;
- National Cycle Route 222 Downs Link – Canal side Path; and
- Regional Cycle Route 89 which forms part of The South Downs Way.

28.4.42 There is an existing proposed alteration to National Cycle Route 20 (Sustrans, Accessed 2011) which passes through Twineham and north of Wineham.

28.4.43 As well as national and regional cycle routes, there is a cycle path in the Brooklands Pleasure Park which was constructed during 2011, and is run by the “We Cycle Too” initiative, which provides specialist cycles for children with disabilities.

### *Bridleways*

28.4.44 The proposed cable route crosses 9 bridleways in of which are located within the area of operation of the Mid Sussex Area Bridleways Group. It is noted that adjoining roads and/or lanes to the bridleways are often needed by horse riders in order to complete a (usually circular) route.

### **Open Access Areas and Common Land**

28.4.45 Information on the location of Open Access Areas and Common Land has been sought from the MAGIC database. These are shown on Figure 28.1 and described below.

### *Worthing*

28.4.46 There are no designated Open Access Areas or areas of Common Land within the study area within Worthing.

### *Adur*

28.4.47 There are six Open Access Areas within the study area within Adur:

- A wooded area known as Lychpole Hill, approximately 140m from the proposed route;
- A small area at Cross Dyke, approximately 70m from the proposed route;
- A strip crossing the cable corridor near Steep Down, approximately 10m from the proposed route;
- A small area near Coombe Head, approximately 820m from the proposed route;
- An area where the cable route crosses the A283, where the proposed cable route crosses approximately 330m of open access land; and
- A wooded area near Old Erringham Farm, approximately 570m from the proposed route.

28.4.48 There are no areas of Common Land within the study area within Adur.

### *Horsham*

28.4.49 There are five Open Access Areas within Horsham, within the study area:

- A large area extending across the study area from Beeding Hill to Tottingham Farm, on to Truleigh Hill and out of the study area towards Fulking, where the proposed cable route crosses approximately 1,700m of open access land;

- An area south of Woodmancote, approximately 90m from the proposed route;
- Two areas near Henfield, approximately 100m and 654m from the proposed route; and
- A small area between Morley farm and Fieldlands Farm, approximately 200m from the proposed route.

28.4.50 The area at Woodmancote, the two areas at Henfield and the area between Morley farm and Fieldlands Farm are also areas of Common Land.

#### *Mid Sussex*

28.4.51 There are no Open Access Areas or areas of Common Land within the study area, within Mid Sussex.

#### **Tourism**

28.4.52 In 2009, 450,000 overnight visitors stayed in West Sussex, generating £131million from tourist spend for the county (Visit Britain, accessed 2011) In the local authority areas of Worthing, Adur, Horsham and Mid Sussex, in 2001, approximately 4% of the working population were employed in hotels and restaurants (ONS, 2001), directly benefiting from tourism, with many more people were employed in shops and businesses in-directly benefiting from tourism.

28.4.53 West Sussex benefits from having a variety of scenery, attractions and tourist facilities, including coastline, beaches, the South Downs National Park, the Wealds AONB, historic market towns, quaint villages and urban shopping centres and is also easily accessible from London and Gatwick Airport or Shoreham Airport (Visit Sussex, accessed 2011). Tourist attractions in each of the local authority areas are discussed below.

#### *The South Downs*

28.4.54 The South Downs are a major attraction for visitors in the area, particularly since its designation as a national park. The South Downs National Park attracts approximately 39 Million recreational day visits or trips per year (South Downs National Park Authority, Pers. Comms. 2011).

28.4.55 Visitors to the Downs tend to be mainly on day trips with only a small number staying overnight. The majority of day trips are made by local residents and visitors from London and the South East. Walking is the most common activity, with most enjoying the scenery, landscape and the peace, quiet and space.

#### *Worthing*

28.4.56 Worthing has numerous tourist facilities including:

- The South Downs National Park;
- Brooklands Pleasure Park, which is crossed by the proposed cable route. Brooklands provides a range of local recreational facilities including 'Diddyland', which includes a range of children's attractions such as a miniature railway, children's play area and a boating lake, Brooklands Golf Centre comprising a nine-hole Par 3 golf course and a pitch and putt course, Brooklands Go-karts and Mini-Moto Club; and
- The town of Worthing, including the sea front, pier and beach. The proposed cable route crosses the outskirts of Worthing.

28.4.57 Activities observed at Worthing beach at the time of the intertidal survey included bait digging, walking, running and dog walking, and farther afield, kite-surfing.

#### *Adur*

28.4.58 Tourist attractions and facilities in Adur District include:

- The South Downs National Park;
- The towns of Shoreham-by-Sea, Southwick, Lancing, Sompting, and Fishergate, which are all outside of the study area;
- Museums and places of interest, including the D-Day Museum at Shoreham Airport, Marlipins Museum, Shoreham Lighthouse, Shoreham beach and harbour, and Widewater Lagoon; all of which are outside the study area,
- Coombes Farm is a working farm offering a range of tourist facilities including farm tours and fishing at Passies Pond. Coombes Farm is located approximately 450m from the proposed cable route; and
- Lancing College which has an open air theatre and college chapel which is open to visitors at certain times. This is located approximately 900m from the proposed cable route.

28.4.59 Worthing Beach is crossed by the landfall of the proposed cable route. Activities observed at the beach during the intertidal survey (see Section 7 Benthos and Sediment Quality) included bait digging, walking, running and dog walking, and further afield, kite-surfing. Lancing Kitesurfing Club (including kitesurfing landing and launching areas and teaching areas) is located to the east on South Lancing Beach just outside the study area.

#### *Horsham*

28.4.60 Tourist attractions and facilities in Horsham District include:

- The South Downs National Park;

- Museums and places of interest including the Amberley Working Museum; The Christ's Hospital School Museum, the Steyning Museum, Storrington Museum and Henfield Museum all of which are outside of the study area; and
- Southwater Country Park, Warnham Local Nature Reserve, Leechpool and Owlbeech Woods, Chesworth Farm and Horsham Park and the Riverside Walk all of which are outside the study area.

### *Mid Sussex*

28.4.61 Tourist attractions and facilities in Mid Sussex District include:

- The South Downs National Park;
- The market towns of Burgess Hill, East Grinstead and Haywards Heath, all of which are outside the study area;
- The 'Great gardens of Sussex'; four located east of Horsham; Nymans, Borde Hill, High Beeches and Wakehurst Place, all of which are outside the study area; and
- The South of England showground, Bookers vineyard, Jack and Jill Windmills and the Cuckfield Museum, all of which are outside the study area.

## **28.5 Predicted Impacts**

---

### **During Construction**

#### *Population & Settlement*

- 28.5.1 The cable route has been routed away from population centres and houses as far as possible. Construction activities will be undertaken in sections, with construction activities generally moving sequentially along the cable route. Typically a 'permanent' site presence for each trenching operation under construction will involve approximately 20 people. Additional manpower will be necessary during certain activities, in particular cable delivery and cable pulling. This will require up to an additional 20 people, but would occur subsequent to the construction activities. Specialist activities such as mini directional drilling of crossings and final testing will require an occasional site presence of typically 5-8 people. Large scale directional drilling will require 8-10 personnel on site.
- 28.5.2 Multiple construction teams could work on different sections of the cable route at any one time. Thus, the proposed onshore cable works could temporarily increase the local population by around 100 people during its construction phase. This represents a small percentage of the local authority population through which the cable route passes. The temporary labour force associated with the construction phases of the onshore cable route is therefore not

predicted to have any direct impacts upon the local population structure or character of the area.

- 28.5.3 Construction of the substation is expected to take place over approximately a two-year period: works will be influenced by seasonal variations but should not exceed a 28 month window in total. During this time the construction workforce will vary, with an estimated monthly peak of 250 personnel. Although the substation is located in a rural area, outside the main population centres of Mid Sussex, and there will be a temporary increase in the local population, it is not expected that all construction workers will be accommodated in the local villages but in the larger nearby towns. The construction phase of the onshore substation is therefore not predicted to have any direct impacts upon the local population structure or character of the region.

#### *Economy & Employment*

- 28.5.4 The potential economic benefits for the region and UK economies for the Project as a whole are described in Section 17 (Offshore Socio-Economics). It is estimated that the total capital value of the Project, including offshore and onshore elements, would be in the order of £2bn. The onshore cable route and substation is a major infrastructure project in its own right. The extensive civil and electrical engineering requirements as well as construction and logistics management are opportunities which local or regional companies should be well placed to secure.
- 28.5.5 As noted above, it is anticipated that a labour peak of up to 100 personnel on any particular section at a point in time will occur during the busiest period of the onshore cable works. It is anticipated that the onshore cable construction works (excluding the landfall and substation) will be completed within 28 months.
- 28.5.6 For the substation, is anticipated that a labour peak of up to 250 personnel on site will occur during the busiest period of the construction works. It is anticipated that the onshore substation construction works will be completed within approximately 24 months; works will be influenced by seasonal variations but should not exceed a 28 month window in total.
- 28.5.7 The labour force required to lay the proposed cable and construct the onshore substation will consist of a mix of highly specialised workers, semi-skilled staff and others. These personnel will include welders and plant operators, inspectors and supervisors and management staff. Although a large percentage of the staff employed directly, and by the Main Works Contractor will be drawn from the permanent staff of those organisations, it is expected that a proportion of staff will be recruited locally. Typically, local employment opportunities could cover haulage, fencing, drainage and security, together with unskilled support across all other disciplines. This is likely to have a temporary beneficial impact on workforce patterns and sources of employment.

- 28.5.8 There will also be a temporary beneficial impact on local economies arising from the construction of the cable (28 month period) and substation (24 month period). This will include a temporary beneficial impact on local suppliers of construction plant, fencing, re-instatement materials, fuel, consumables, aggregates, seed mixes, timber, portaloos, skip hire, office equipment etc.
- 28.5.9 Given that a proportion of the workforce will come from outside the local area, there will be a temporary requirement during construction for accommodation for construction staff. This will bring revenue into the local economy and will have a generally positive impact. There will also be economic benefits arising from expenditure by the workforce on subsistence, such as guest houses, restaurants and consumables.

#### *Education & Schools*

- 28.5.10 The closest school to the proposed cable route is Bramber First School, which is located approximately 150m from the proposed cable route.
- 28.5.11 The school could be indirectly affected by construction activity owing to increased traffic on the local roads, increased noise levels and visual distraction.
- 28.5.12 E.ON will look into opportunities to be a good neighbour through potential educational links and keeping schools updated on the project.

#### *Community Facilities*

- 28.5.13 The Brooklands Pleasure Park and Golf Course community facilities will be directly crossed by proposed cable route.
- 28.5.14 This will result in temporary disruption to the users of these facilities. Through ongoing discussions with Worthing Borough Council, the proposed cable route has been aligned in order to minimise impacts on tees and greens as far as possible and they would be reinstated to the existing standard.
- 28.5.15 There will be direct impact to the “We Cycle too” cycle track as this will be directly crossed. This will result in temporary disruption to the users and operators of this facility. Discussions are ongoing with the providers of these services to minimise the disruption to this service, and to ensure that suitable alternative provisions are put in place, within the vicinity of the cycle route.
- 28.5.16 The proposed works, through increased road traffic and other nuisances, such as noise and dust, may temporarily affect local community facilities. Impacts relating to these issues are considered in Section 21 (Air Quality), Section 27 (Noise & Vibration) and Section 29 (Transport).
- 28.5.17 A works hotline and liaison groups, to monitor issues raised and respond accordingly will be set up.

#### *Public Rights of Way and Cycle Routes*

28.5.18 The proposed onshore works will cross a number of ProW (including the South Downs Way National Trail) and a number of cycle routes. A proposed strategy is set out below, but it is recognised specific approaches will need to be agreed with the PRow officers for each crossing. This will be developed ahead of the works.

28.5.19 The following general approaches are proposed to be adopted for PRow along the route crossed by the onshore works where temporary closures are required:

- Temporary closure of the PRow through the construction area in line with the sequencing of the works described below and diversion of users to a nearby alternative PRow where these are available. For longer term temporary closures the sequencing will not apply; and
- Where an alternative route onto a nearby PRow is not available a diversion will be created within the working area, while the PRow which crosses the working area is closed in line with the sequencing of the construction works (as described below). A diversion will be maintained at all reasonable times until the original alignment of the PRow is restored.

28.5.20 Temporary closure can be divided into two categories: short-term temporary closure (up to 5 days) and long-term temporary closure (up to 6 months).

28.5.21 These approaches will be considered in turn for each PRow crossing with the preference being to use nearby existing PRow as alternative routes, as this is the safest method, as it avoids the potential for conflict with construction works and construction traffic. Where alternative routes are suggested these will be signposted at strategic points on the PRow network to allow users to follow the diversion. Following discussions with the PRow officers it may be considered that given the short-term nature of the closures and the low usage of a particular PRow, a diversion either onto nearby routes or within the working width is not required. However, this will be decided on a case by case basis.

28.5.22 Proposals for the PRow and cycle routes crossed by the proposed onshore works are indicated in Table 28.8 below. There are a number of crossings along the onshore cable route, such as along the River Adur, where HDD (horizontal directional drilling) is required. In these cases where a HDD is required as part of the crossing methodology a closure or diversion of a PRow will not be required.

#### Short-term Temporary Closures

28.5.23 Short-term temporary closures (less than 5 days) will be implemented for the majority of PRow crossings. In these cases an alternative route to a nearby PRow will be identified where possible, and advanced warning notices will be provided to users identifying diversion routes.

28.5.24 To facilitate the sequencing of works whilst also minimising disruption to the users of the PRow, where construction operations are to be phased the PRow



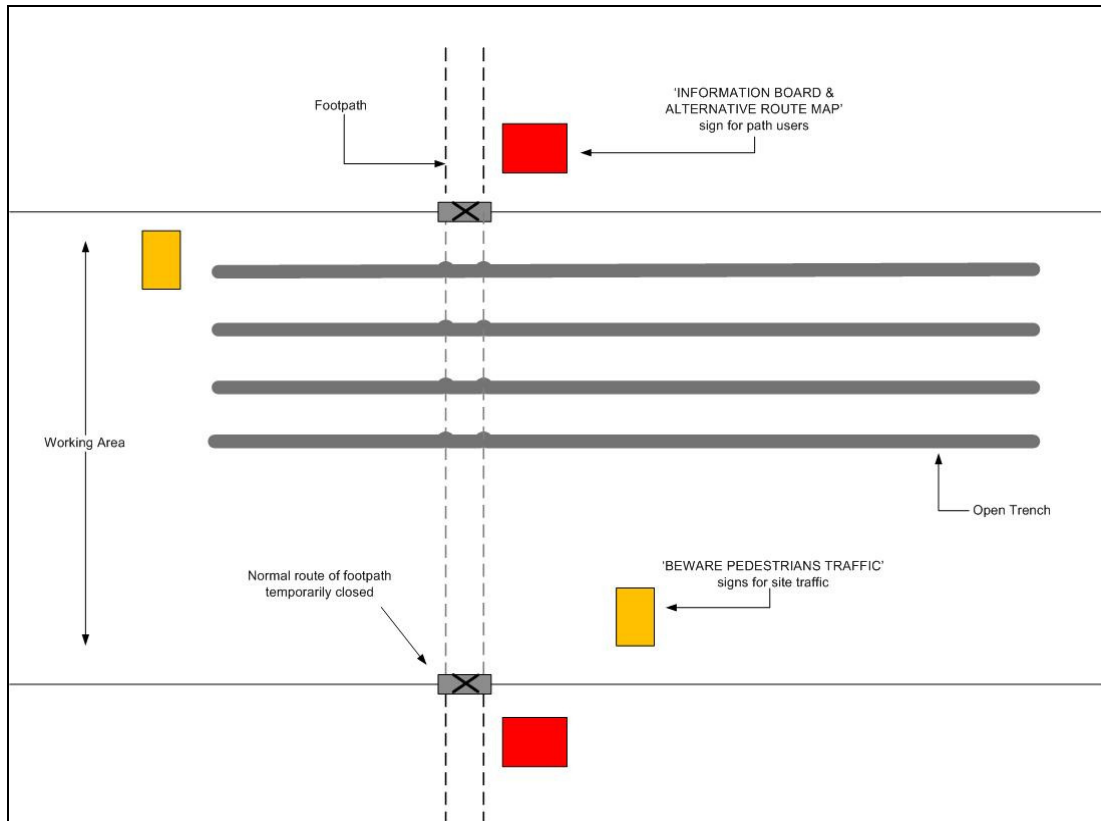
will be closed temporarily and re-opened after each stage of the construction operation. This will avoid the need for a long-term temporary closure and minimise disruption to PRow users.

28.5.25 The phasing of the works is broadly is likely to consist of:

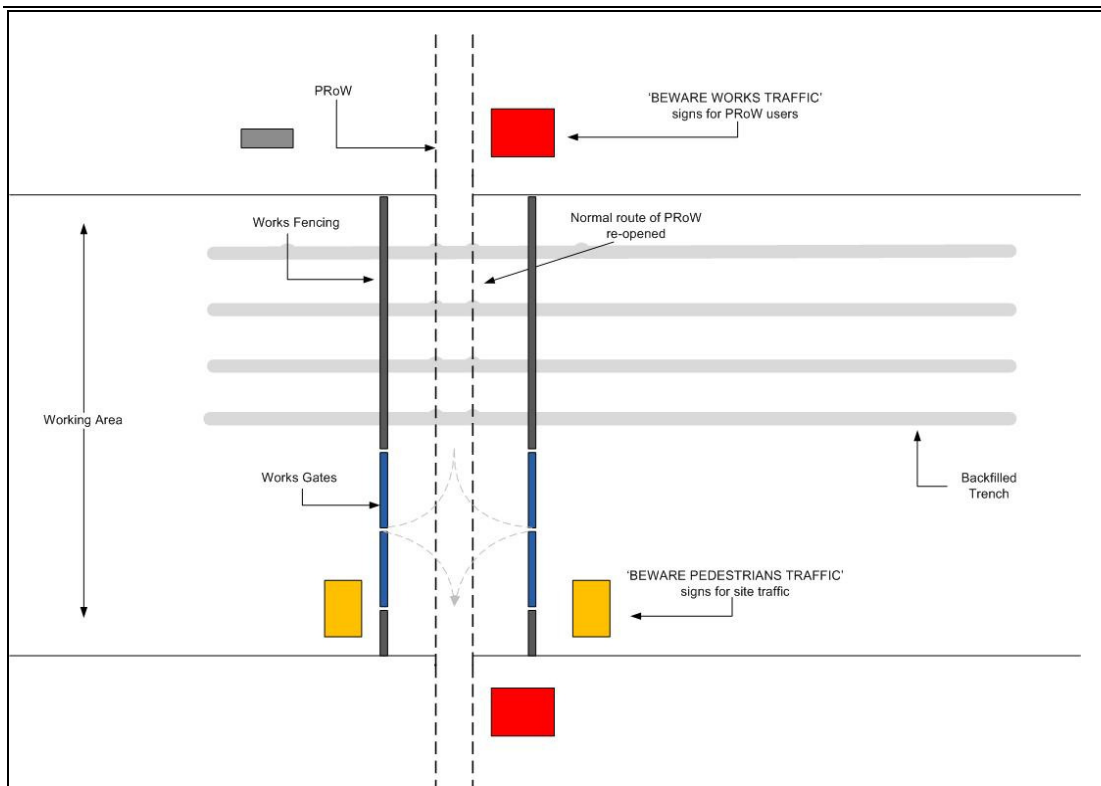
- Erection of fencing and safety signs and topsoil stripping which would be carried out first and may result in a closure of less than 1 day after which the PRow would be re-opened.
- Haul road establishment, which may not happen immediately after, but may lead to another 1-2 day closure after which the PRow would again be re-opened.
- Trenching - a 1-2 day closure may be required to allow trenching, duct laying and backfilling.
- Reinstatement and re-opening of the PRow and erection of fencing and gates into the working area to prevent unauthorised access to the construction site. The fencing and gates would be kept in place for the duration of construction to allow vehicles to move along the haul road but the PRow would largely be kept open.

28.5.26 Further details of the proposed trenching sequence are provided in Appendix 2.2.

28.5.27 Figure 28.3 presents a schematic showing the arrangement for temporary closure of a PRow during the construction works. Figure 28.4 indicates how a re-opened temporary short-term closure would be configured.

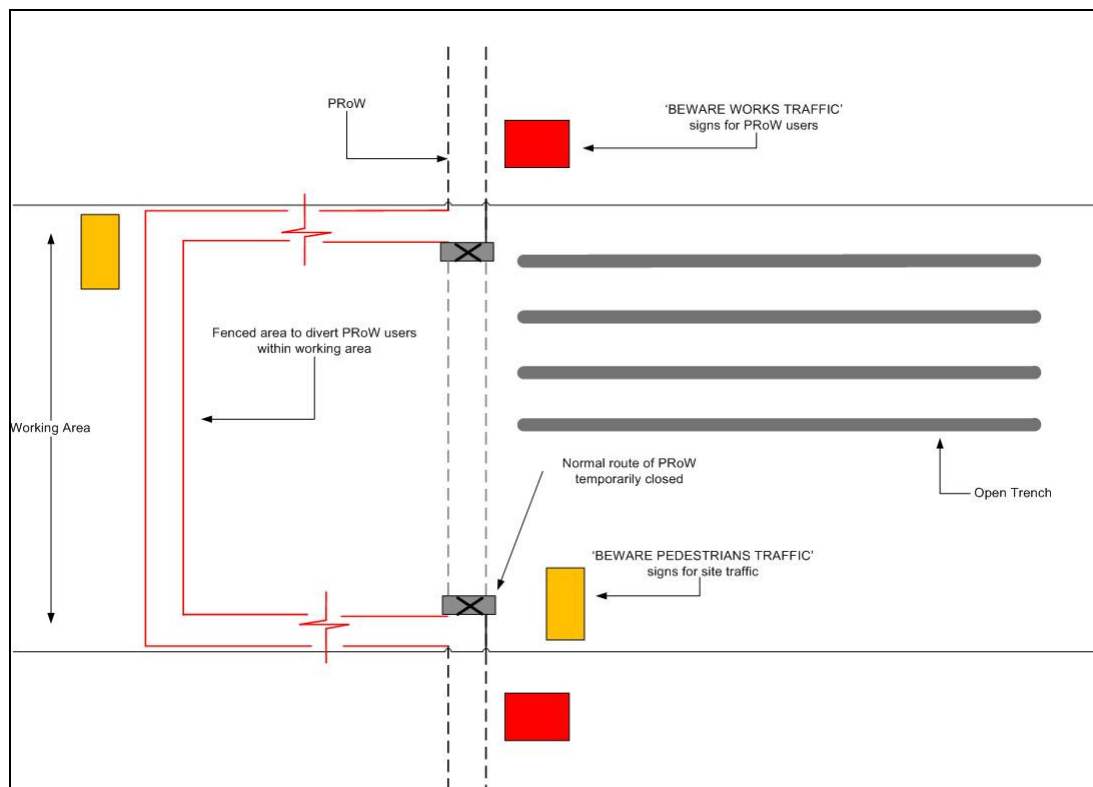


**Figure 28.3: PRoW temporarily closed (not to scale)**



**Figure 28.4: PRoW with gated access to works area (not to scale)**

28.5.28 If a suitable nearby PRoW alternative is not available then a temporary diversion within the working area will be created. The diversion within the working area could be between 60m and 300m in length depending on the site and landowner constraints. Figure 28.5 indicates the arrangement for a temporary diversion located within the working area.



**Figure 28.5: PRoW within temporary diversion within the working area (not to scale)**

#### South Downs Way

28.5.29 At the crossing of the South Downs Way National Trail, it is proposed that a temporary diversion onto a nearby PRoW is created during the construction phase to allow users continual and safe access at all times. The proposed diversion is shown in Figure 28.2. The work on the cable route would be planned and staggered to ensure that one or other of these PRoWs remain open during the works.

#### Long-term Temporary Closure

#### Tottington Mount (PRoW 2754)

28.5.30 At Tottington Mount, the PRoW, which is adjacent to and crosses the proposed construction area will be temporarily closed in multiple places (long-term temporary closure) during construction. A long-term temporary closure (of up to 6 months) has been proposed for this PRoW given this and the specialist techniques proposed for this section of the route (see Section 2b Project Description (Onshore)).

28.5.31 It is considered that a long term diversion adjacent to the works would not be practical, due to the steep gradients and given that its use as a bridleway would mean that horses would need to be routed away from noisy construction equipment. A possible alternative has been identified as presented in Figure 28.2 and its suitability would need to be discussed and agreed with the PRoW Officers and the relevant highway authority. Discussions are ongoing with local horse riding and bridleway groups over ways of mitigating the disruption.

#### PRoW (Twineham 1T)

28.5.32 In order to facilitate construction of the substation, a temporary construction access track will be created across private land adjacent to the substation. The construction access will be in place for the duration of the construction works which is expected to last approximately 24 months. A PRoW (Twineham 1T) crosses this private land as shown in Figure 28.2. Details of how this PRoW will be managed have not been finalised but a possible long-term temporary closure of the PRoW with a diversion is currently under discussion. Any potential route would need to be agreed with the PRoW Officers, the relevant highway authority and the landowner but is likely to consist of a diversion to the highway of Wineham Lane.

#### Permanent Closure

28.5.33 The construction (and operation) of the substation will require the permanent diversion of one PRoW (8T) (see paragraph 28.5.43 below).

**Table 28.8: PRow and Cycle Route Proposals**

<b>PRoW No. (Figure 28-2)</b>	<b>Location (Local Authority)</b>	<b>Type of PRow</b>	<b>ProW Crossing Type</b>	<b>OS Grid Reference (TQ)</b>	<b>PRoW width in metres</b>	<b>Proposed Crossing Methodology and PRow Strategy</b>
2	Newhaven to Portsmouth - seaside promenade (Adur and Worthing)	National Cycle Route	HDD with landfall	17355 03235	3.1	HDD, no PRow action needs to be taken.
3135	Worthing Borough (Worthing)	Footpath	Temporary diversion	15557 05077	2.5	Trenching. Short-term temporary closure of PRow.
3134	Worthing Borough (Worthing)	Footpath	Temporary diversion	15472 05626	2.7	Trenching. Short-term temporary closure of PRow.
3134	Worthing Borough (Worthing)	Footpath	Temporary diversion	15588 05766	3.7	Trenching. Short-term temporary closure of PRow.
2073	Sompting (Adur)	Footpath	Temporary diversion	15928 06060	1.4	Trenching. Short-term temporary closure of PRow.
2075	Sompting (Adur)	Bridleway	Temporary diversion	16676 07943	2.5	Trenching. Short-term temporary closure of PRow.
2061/1	Sompting (Adur and Horsham)	Bridleway	Temporary diversion	16820 07966	10	Trenching. Short-term temporary closure of PRow.
2059	Sompting (Adur and Horsham)	Restricted Byway	Temporary diversion	16820 07966	10	Trenching. Short-term temporary closure of PRow.
2061/1	Coombes (Adur)	Bridleway	Temporary diversion	17111 07940	3.3	Trenching. Short-term temporary closure of PRow.

<b>PRoW No. (Figure 28-2)</b>	<b>Location (Local Authority)</b>	<b>Type of PRoW</b>	<b>ProW Crossing Type</b>	<b>OS Grid Reference (TQ)</b>	<b>PRoW width in metres</b>	<b>Proposed Crossing Methodology and PRoW Strategy</b>
2064/1	Coombes (Adur)	Footpath	Temporary diversion	19015 07702	2	Trenching. Short-term temporary closure of PRoW.
2049	Coombes (Adur)	Footpath	HDD with River Adur	20204 07950	3 + River + 2.5	HDD, no PRoW action needs to be taken.
3139/3	Coombes (Adur and Horsham)	Footpath	HDD with River Adur	20204 07950	3 + River + 2.5	HDD, no PRoW action needs to be taken.
222	Downs Link - canal side path	National Cycle Route	HDD with River Adur	20271 07986	2.5	HDD, no PRoW action needs to be taken.
2761	Upper Beeding (Adur and Horsham)	Byway	Temporary diversion	2104908842	3.4 + 2.5	Trenching. Short-term temporary closure of PRoW.
2758	Upper Beeding - The Monarch's Way (Horsham)	Bridleway	Temporary diversion	21168 09472	2	Trenching. Short-term temporary closure of PRoW.
2760	Upper Beeding - South Downs Way (Horsham)	Restricted Byway - National Trail – Regional Cycle Route	Permanently open. Gates installed	21659 10198	4.8 + 3.5	Propose that a diversion is maintained at all times and route is crossed by trenching
2754	Upper Beeding (Horsham)	Bridleway	Temporary closure	21797 10621	1	Trenching. Long-term temporary closure of PRoW with diversion.

<b>PRoW No. (Figure 28-2)</b>	<b>Location (Local Authority)</b>	<b>Type of PRoW</b>	<b>ProW Crossing Type</b>	<b>OS Grid Reference (TQ)</b>	<b>PRoW width in metres</b>	<b>Proposed Crossing Methodology and PRoW Strategy</b>
2754	Upper Beeding (Horsham)	Bridleway	Temporary closure	21698 11098	Estimated 1	Trenching. Long-term temporary closure of PRoW with diversion.
2754	Upper Beeding (Horsham)	Bridleway	Temporary closure	21426 11293	2.9	Trenching. Long-term temporary closure of PRoW with diversion.
2741	Upper Beeding (Horsham)	Footpath	Temporary diversion	22515 11988	Estimated 1	Trenching. Short-term temporary closure of PRoW.
2745	Upper Beeding (Horsham)	Footpath	Temporary diversion	22750 12535	0.6	Trenching. Short-term temporary closure of PRoW.
2739	Henfield (Horsham)	Footpath	Temporary diversion	22830 13542	5	Trenching. Short-term temporary closure of PRoW.
2739	Henfield (Horsham)	Footpath	Temporary diversion	22830 13542	5	Trenching. Short-term temporary closure of PRoW.
3672	Woodmancote (Horsham)	Bridleway	Temporary diversion	22946 15033	6 + 2.3	Trenching. Short-term temporary closure of PRoW.
3188	Woodmancote (Horsham)	Footpath	Temporary diversion	23041 15358	4	Trenching. Short-term temporary closure of PRoW.
3189	Woodmancote (Horsham)	Footpath	Temporary diversion	23194 15533	6.5	Trenching. Short-term temporary closure of PRoW.
3187	Woodmancote	Footpath	Temporary diversion	23261 15603	Estimated 2	Trenching. Short-term temporary closure of PRoW.

PRoW No. (Figure 28-2)	Location (Local Authority)	Type of PRoW	ProW Crossing Type	OS Grid Reference (TQ)	PRoW width in metres	Proposed Crossing Methodology and PRoW Strategy
	(Horsham)					
2540	Woodmancote (Horesham)	Footpath	Temporary diversion	23345 16064	5.5	Trenching. Short-term temporary closure of PRoW.
2535	Woodmancote (Horsham)	Footpath	Temporary diversion	23862 17779	Estimated 2	Trenching. Short-term temporary closure of PRoW.
2534	Woodmancote (Horsham)	Footpath	Temporary diversion	23783 18037	Estimated 2	Trenching. Short-term temporary closure of PRoW.
12T	Twineham (Mid Sussex)	Footpath	Temporary diversion	24409 19036	Estimated 1	Trenching. Short-term temporary closure of PRoW.
4T	Twineham (Mid Sussex)	Bridleway	Temporary diversion	24570 19193	Estimated 1	Trenching. Short-term temporary closure of PRoW.
11T	Twineham (Mid Sussex)	Footpath	Temporary diversion	24614 19367	Estimated 1	Trenching. Short-term temporary closure of PRoW.
14T	Twineham (Mid Sussex)	Footpath	Temporary diversion	24630 20424	2.8	Trenching. Short-term temporary closure of PRoW.
9T	Twineham (Mid Sussex)	Footpath	Temporary diversion	24630 20424	2.8	Trenching. Short-term temporary closure of PRoW.
1T	Twineham (Mid Sussex)	Footpath	Temporary diversion			Temporary closure. Temporary diversion proposed.



<b>PRoW No. (Figure 28-2)</b>	<b>Location (Local Authority)</b>	<b>Type of PRoW</b>	<b>ProW Crossing Type</b>	<b>OS Grid Reference (TQ)</b>	<b>PRoW width in metres</b>	<b>Proposed Crossing Methodology and PRoW Strategy</b>
8T	Twineham (Mid Sussex)	Footpath	Permanent diversion			Permanent closure. Permanent diversion proposed.

28.5.34 Impacts on footpath users will comprise loss of access during the period of temporary closure and a localised, temporary loss of tranquility during this period. Similarly, during construction and in the immediate reinstatement period, short-term, negative local impacts on views within the rural landscape are expected as a direct result of construction activities (see Section 26 Landscape & Visual). For equestrian users additional potential impacts include disturbance to equines from machinery used during the construction works. No impacts are predicted on PRoW users in terms of access and views once vegetation has been reinstated and established

#### *Open Access Areas*

28.5.35 Two Open Access Areas will be directly crossed by the proposed cable route; an area where the cable route crosses the A283, where the proposed cable route crosses approximately 330m of Open Access Area; and an large area extending across the study area from Beeding Hill to Tottingham Farm, on to Truleigh Hill and out of the study area towards Fulking, where the proposed cable route crosses approximately 1,700m of open access land. Both of these Open Access Areas are located within the South Downs National Park.

28.5.36 Where the Open Access Areas are crossed by the proposed cable route, a section through the Open Access Areas will require temporary closure. This is likely to impact on members of the public by causing temporary disruption due to lack of access and a localised, temporary loss of tranquility during the period of construction.

28.5.37 Similarly, during construction and in the immediate reinstatement period, short-term, negative local impacts on views within the rural landscape are expected as a direct result of construction activities (see Section 26 - Landscape and Visual). No impacts on users in terms of access are predicted once the land is reopened and vegetation has been reinstated and established.

#### *Tourism & Recreation*

28.5.38 The main impacts on tourism and recreation will comprise the temporary loss of visual amenity and tranquility in areas immediately adjacent to the cable route and the wider potential impacts of construction traffic on roads, particularly main tourist routes. Impacts relating to Noise, Landscape and Visual aspects, and Traffic are considered in Sections 21 (Air Quality), 26 (Landscape & Visual Impacts), 26 (Noise & Vibration) and 29 (Transport), respectively.

28.5.39 Temporary, small negative social and economic impacts are predicted to occur from the impact upon the setting of tourist attractions situated close to the cable route/substation. The degree to which public perception of the impact of cable/substation construction will affect tourism is difficult to assess.

28.5.40 Given that a proportion of the workforce for the onshore cable and substation construction will come from outside the local area, there will be a requirement

for temporary accommodation for construction staff within the local area. This will bring revenue into the local economy and will have a generally positive impact on the local economy. However, tourism is seasonal and there is the potential for temporary, negative impacts through demand for temporary accommodation for staff during the peak tourist season, i.e. if this saturates temporary housing resources and inhibits tourism. However, given that an estimated labour peak of 350 will occur during construction (some of whom will be local construction labourers and have no requirement for additional accommodation), it is not anticipated that the Project will have a significant adverse impact on the supply of accommodation for tourists in the peak season.

28.5.41 Worthing Beach is crossed by the landfall of the proposed cable route. The cables will be drilled beneath the beach, however a side access will be located across the foreshore during construction of the cable landfall. As such, during construction of the landfall works there may be some temporary impacts on areas available to bait digging, walking, running, dog walking and kite-surfing due to temporary disturbance and temporary reduction in area for such activities.

### **During Operation**

#### *Population & Settlement / Economy & Employment*

28.5.42 There will be no permanent workforce associated with the operation of the cable route; however access will be required to the link boxes approximately every 2 to 5 years in order to test the cable oversheath. The proposed substation will be unmanned during operation, however there will be a routine inspection required (an individual in a small van, and periodic maintenance regime for specific plant items). Due to the small numbers involved and temporary nature of any maintenance work, there will be negligible impact on population and the local economy during operation of the onshore works.

#### *Public Rights of Way*

28.5.43 One PRoW (8T) will be permanently diverted from its original route as a result of the siting of the substation as it currently crosses the substation site. An alternative route for the creation of a new permanent diversion has been identified with the landowner and is presented in Figure 28.2.

28.5.44 Although the permanent diversion of a small section of the footpath (8T) will occur, impacts on footpath users in terms of access will be limited due to the provision of an alternative route.

### **During Decommissioning**

28.5.45 At decommissioning it is anticipated that the onshore cables will be left buried in situ, unless lifted to be replaced by new cables to be run along the same route as part of future developments or wind farm re-powering. Details of the decommissioning of the cable route will be investigated in detail at the end of

its service life. It is likely that ducting will remain in place; however, the cables may be pulled out of the ducts via the jointing bays. Impacts at these specific locations will be similar scale to impacts described in this section for construction.

- 28.5.46 No decision has been made regarding the final decommissioning policy for the proposed substation, as it is recognised that industry best practice, rules and legislation change over time. The onshore substation may continue to be used as a substation site after the Project has been decommissioned. Impacts will be dependent on the final decommissioning policy strategy.

## **28.6 Mitigation Measures**

---

### **During Construction**

#### *Population and Settlement*

- 28.6.1 No mitigation measures are proposed.

#### *Economy and Employment*

- 28.6.2 Local employers, suppliers and trade bodies are will be kept abreast of the proposed onshore works and to encourage participation of local and regional companies in contract and supply tenders, in order to assist in enhancing the benefit derived by the local and regional economy from Project delivery. Local training will be provided for local employees to ensure that they have obtained certain skills that can be applied on other similar projects in the region. The potential for apprenticeships will also be considered.

#### *Education and Schools*

- 28.6.3 Bramber First School will be informed prior to construction so that they are aware of the construction and any potential mitigation measures that might be needed can be discussed and agreed in order to minimise disruption.

#### *Community Facilities*

- 28.6.4 Specific mitigation measures will be implemented for Brooklands Pleasure Park, which is directly crossed by the proposed cable route.
- 28.6.5 In terms of any impacts resulting from the temporary closure of the Brooklands Golf Centre during cable installation and reinstatement, arrangements have been made with Worthing Borough Council who own the golf course to mitigate the commercial impact temporary closure will have to their business. A programme of communication will be put in place for users of the facility, including clear signs to indicate the timing of, reasons for, and duration of, the golf course closure will be erected, together with details of the nearest alternative facilities.

28.6.6 Specific mitigation measures will also be implemented for the “We Cycle too” initiative, which will be temporarily impacted by construction of the cable route. Continued engagement will take place with the operators of the facility, to ensure any disruption is minimal, and that most of the facility can remain operational during the work.

*Public Rights of Way and Cycle Routes*

28.6.7 As noted above, PRoWs will remain open where possible. Closure durations will be minimised where possible to consist of short term closures, with alternatives being provided and advance warning being given. To minimise disruption to PRoW users, where construction operations are to be phased and health and safety allows, the PRoW will be closed temporarily and re-opened after each stage of the construction operation.

28.6.8 Where a PRoW is disturbed by construction works, the surface of the route will be reinstated to a standard that is no less than that prior to the works. Design and reinstatement specifications will be provided to West Sussex County Council/South Downs National Park Authority for approval.

28.6.9 Consultation with the South Downs National Park Authority South Downs Way Officer /West Sussex County Council Rights of Way Team will be carried out on any proposed publicity of PRoW diversions/closures. A PRoW Communications Strategy will be prepared in discussion with PRoW officers from the relevant local authorities. A number of tools will be used to provide advance notice of PRoW closures so that users are aware of alternative routes or can make alternative plans. The PRoW Communication Strategy could incorporate the following:

- Programme of closures and diversions made available in advance at local information centres;
- Programme of closures and diversions made available in advance on Council Websites
- Programme of closures and diversions made available in advance on E.ON Rampion webpages, facebook page;
- Make National Trail webpages aware in advance of any works that will disrupt South Downs Way users;
- Email updates sent to a distribution list of walking, horse riding and other user organisations to make them aware of the programme of closures and diversions for PRoW;
- Information boards at closures explaining the works and providing details of alternative routes and the duration of, the closure or diversion;

- Providing adequate notification of any closure or diversion at car parks along the route and popular starting points for walkers; and
  - Project information phone number that users can call for updates.
- 28.6.10 Regular contact and consultation will be maintained with the South Downs National Park Authority South Downs Way Officer, the West Sussex County Council Rights of Way Team, and the South Downs Local Access Forum including local equestrian groups during detailed design and construction. Any gates utilised for diversions will be of appropriate design to enable PRoW users retain an acceptable level of access. Consideration will be given to opportunities to make improvements which will bring benefit to local PRoW users.
- 28.6.11 Consideration will be given to the avoidance of the closure of the South Downs Way during the times of highest intensity usage (eg bank holidays and major events) in consultation with the South Downs National Park Authority.
- 28.6.12 General mitigation measures will include:
- Reference to the Circular 1/08 Rights of Way Circular - Guidance for Local Authorities;
  - Width of PRoW diversions to consider requirements of cyclists / equestrians by providing sufficient width for passage where applicable;
  - Suitability of diversions as alternatives to consider accessibility;
  - During any period of path closure the path will be securely closed to the public;
  - Information boards at closures explaining the works and providing details of alternative routes and the duration of, the closure or diversion; and
  - All temporary gates and/or fencing will be removed as soon as possible following achievement of restoration objectives from any field with a PRoW.
- 28.6.13 PRoW reinstatement will be monitored for a suitable period to be agreed with consultees.

#### *Open Access Areas*

- 28.6.14 Any temporary closure and/or diversion for Open Access Areas crossed by the cable route necessary will be agreed with the SDNPA. This will be signed and advertised to the public in the same way as a PRoW closure, and be included in the PRoW communications strategy.
- 28.6.15 Open Access Areas will be reinstated fully on completion of construction and restoration works.

28.6.16 Consideration will be given to the avoidance of the closure of the Open Access Areas during the times of highest intensity usage (eg bank holidays and major events) in consultation with the South Downs National Park Authority.

#### *Tourism*

28.6.17 During the detailed design and construction phases of the Project, regular contact and consultation with all parties potentially affected by the Project will be maintained including local authority tourism departments and the local community. Clear signs will be erected to indicate the reasons for, and duration of, any beach closure in the vicinity of the side access.

#### **During Operation**

28.6.18 The permanent PRow diversion arrangements for PRow 8T (see Figure 28.2 for proposed diversion) will be agreed with West Sussex County Council.

28.6.19 The new PRow will have a width of approximately 2m and will be constructed to a level that is of equal or better quality than the existing route requiring minimal future maintenance.

#### **During Decommissioning**

28.6.20 At decommissioning it is anticipated that the onshore cables will be left buried in situ, unless lifted to be replaced by new cables to be run along the same route as part of future developments or wind farm re-powering. It is likely that ducting will remain in place; however, the cables may be pulled out of the ducts via the jointing bays. Mitigation measures will be dependant on the location of the jointing bays.

28.6.21 No decision has been made regarding the final decommissioning policy for the proposed substation, as it is recognised that industry best practice, rules and legislation change over time. The onshore substation may continue to be used as a substation site after the Project has been decommissioned.

### **28.7 Residual Effects**

---

28.7.1 The significance of residual effects during construction and operation (i.e. those effects predicted to remain after mitigation measures have been implemented) is presented in Table 28.9. The residual impacts during decommissioning would be dependant on the final decommissioning strategy.

---

## 28.8 Cumulative Impacts

---

28.8.1 The following planned developments are noted in the vicinity of the proposed substation:

- Modifications to the existing National Grid Bolney substation (associated with Rampion connection).
- Modifications to the existing National Grid Bolney substation (not associated with Rampion).

28.8.2 Four 400kV feeder bays are required within the NGET substation compound at Bolney to connect the new Rampion substation to the existing NGET Bolney substation. Recent discussions between National Grid and E.ON have indicated that these works would fall outside NGET's permitted development rights and therefore planning consent would be required, E.ON intends to apply for planning permission from Mid Sussex District Council.

28.8.3 It is understood that National Grid will undertake the works not associated with Rampion as Permitted Development with pre-application consultation with the LPA expected in 2013.

28.8.4 The National Grid Bolney substation modifications will be located in close vicinity to the works required at Bolney as part of the Rampion project. It is anticipated that the works could be undertaken in parallel. Detailed environmental assessment reports have not yet been completed for the National Grid Bolney modifications. In terms of the socio-economic environment, the Bolney modification work is expected to result in a temporary increase in employment during construction. However, the cumulative impact of the two projects on socio-economics during construction is expected to be negligible. It is understood that the proposed Bolney substation modifications are located within land owned by National Grid and will not impact on any PRow.



**Table 28.9: Summary of Impacts, Mitigation Measures and Significance of Effects**

Aspect	Impact	Proposed Mitigation Measures	Sensitivity	Magnitude	Residual Effect
<b>Construction Phase</b>					
Population & Settlement	No predicted impacts upon the local population structure or character of the region.	No mitigation proposed	Medium	Negligible	Negligible
Economy & Employment	Beneficial impacts on employment and local businesses during construction.	Local employers, suppliers and trade bodies will be kept abreast of the proposed onshore works. Participation of local and regional companies in contract and supply tenders will be encouraged.	Medium	Small	Minor Beneficial
Education & Schools	Disturbance to school classes	Bramber First School will be informed and engaged with prior to construction so that they can take construction into account, and any potential mitigation measures will be discussed and agreed in order to minimise disruption.	High	Small	Moderate
Community Facilities	Temporary income loss for community facilities during temporary closure. Disturbance to users of local community facilities.	In terms of any impacts resulting from the temporary closure of the Brooklands Golf Centre during cable installation and reinstatement commercial agreements will be in place with Wrothing Borough Council who own the Goldf centre.. Clear signs to indicate the reasons for, and duration of, the golf course closure will be erected, together with details of the nearest alternative facilities. Continuing Engagement with the operators of the “We Cycle Too” facility to agree mitigation measures.	Medium	Negligible	Negligible
National Trails	Disruption to users of South Downs Way National Trail through temporary diversion	Access will be maintained via a diversion for the duration of the works.  Design and reinstatement specifications will be provided to the relevant authority for approval. The surface of the PRow will be reinstated to a standard that is no less than that prior to the works.  Consultation with the South Downs National Park Authority/West Sussex County Council on the proposed publicity of the diversions/closure.	High	Small	Moderate

Aspect	Impact	Proposed Mitigation Measures	Sensitivity	Magnitude	Residual Effect
		<p>A PRoW Communications Strategy will be produced in discussion with PRoW officers from the relevant local authorities. A number of tools will be used to provide advance notice of PRoW closures so that users are aware of alternative routes or can make alternative plans.</p> <p>Consideration will be given to the avoidance of the closure of the South Downs Way during the times of highest intensity usage (eg bank holidays and major events) in consultation with the South Downs National Park.</p> <p>General mitigation measures will include:</p> <ul style="list-style-type: none"> <li>• Reference to the Circular 1/08 Rights of Way Circular - Guidance for Local Authorities;</li> <li>• Width of PRoW diversions to consider requirements of cyclists / equestrians by providing require sufficient width for passage;</li> <li>• During any period of path closure the path will be securely closed to the public;</li> <li>• All temporary gates and/or fencing will be removed as soon as possible following achievement of restoration objectives from any field with a PRoW.</li> </ul> <p>PRoW reinstatement will be monitored for a suitable period to be agreed with consultees.</p>			
Public Rights of Way	Disruption to users of PRoW through temporary closure and/or temporary diversion	<p>Regular contact and consultation with the South Downs National Park Authority South Downs Way Officer, the West Sussex County Council Rights of Way Team, and the South Downs Local Access Forum including local equestrian groups during detailed design and construction.</p> <p>Closure durations will be minimised where possible to consist of short-term closures, with alternatives being provided where necessary and advance warning being given.</p>	Medium	Small	Minor

Aspect	Impact	Proposed Mitigation Measures	Sensitivity	Magnitude	Residual Effect
		<p>Where construction operations are to be phased the PRoW will be closed temporarily and re-opened after each stage of the construction operation.</p> <p>Design and reinstatement specifications will be provided to West Sussex County Council/South Downs National Park Authority for approval.</p> <p>Consult the South Downs National Park Authority/West Sussex County Council on the proposed publicity of the diversions.</p> <p>A PRoW Communications Strategy will be produced in discussion with PRoW officers from the relevant local authorities. A number of tools will be used to provide advance notice of PRoW closures so that users are aware of alternative routes or can make alternative plans.</p> <p>The surface of the PRoW will be reinstated to a standard that is no less than that prior to the works.</p> <p>Consideration will be given to opportunities to make improvements which will bring benefit to local PRoW users.</p> <p>General mitigation measures as above for the South Downs Way.</p>			
Open Access Areas	Disruption to users of Open Access Areas through temporary closure	<p>Consultation with South Downs National Park Authority</p> <p>Provide clear signs to indicate the reasons for, and duration of, the closure.</p> <p>If any access into the Open Access Areas, including access points such as gates or stiles, is made unavailable during construction then temporary access points into the rest of the site that remains available will be considered in consultation with the SDNPA and relevant landowner.</p>	Medium	Negligible	Negligible

Aspect	Impact	Proposed Mitigation Measures	Sensitivity	Magnitude	Residual Effect
		<p>Reinstate land fully on completion of construction and restoration works.</p> <p>All temporary stiles, gates or fencing will be removed as soon as possible following achievement of restoration objectives.</p>			
Tourism	<p>Disruption to tourists visiting local tourist attractions.</p> <p>Disruption through temporary closure of beach</p>	<p>Regular contact and consultation with all parties potentially affected by the project including local authority tourism departments and the local community.</p> <p>Provide clear signs to indicate the reasons for, and duration, of beach closure.</p>	High	Small	Moderate
<b>Operational Phase</b>					
Public Rights of Way	Disruption to users of ProW through permanent diversion.	<p>The permanent PRoW diversion arrangements will be agreed with West Sussex County Council.</p> <p>The new PRoW will have a width of approximately 2m and will be constructed to a level that is of equal or better quality than the existing route. The PRoW will be constructed to require minimal maintenance from the Local Authority.</p>	Medium	Small	Minor

---

## 28.9 References

---

Adur and Worthing Councils (2012) Discover Worthing Website:

<http://discover.worthing.gov.uk/PlanAccess2/planaccess.asp?startpanel=2&theme=Worthings%20Local%20Plan> (Accessed on 11/1/11)

Horsham District Council, *Profile of Horsham District*

[www.horsham.gov.uk/business/1150.aspx](http://www.horsham.gov.uk/business/1150.aspx) (Accessed on 10/1/11)

Limehouse Interactive (2004) *Horsham District Council Scrutiny and Overview Document*.

[http://www.horsham.gov.uk/Committee/Agendas/SCRUTINY%20AND%20OVERVIEW%20COMMITTEE/040906/13BII\\_LSP%20APPROACH.PDF](http://www.horsham.gov.uk/Committee/Agendas/SCRUTINY%20AND%20OVERVIEW%20COMMITTEE/040906/13BII_LSP%20APPROACH.PDF) (Accessed on 11/1/11)

NomisWeb (2010) *Local Authority Profile for Mid Sussex*.

<http://www.midsussex.gov.uk/Nimoi/sites/msdcpublic/resources/Mid-Sussex-labour-profile-Dec-2010.pdf> (Accessed on 11/1/11)

Office of National Statistics (ONS) data Available from

<http://www.nomisweb.co.uk/reports/lmp/la/2038431839/report.aspx> Accessed 10/10/2011

Office of National Statistics (ONS), *2001 Census Data*.

<http://www.neighbourhood.statistics.gov.uk/> (Accessed on 11/1/11)

South Downs National Park Authority, Personal Communications (2011) via email.

Sustrans, Available online from <http://www.sustrans.org.uk/> (Accessed 2011)

University of Brighton, (2002) *Adur Community Profile*

<http://www.adur.gov.uk/policy/community-profile.htm> (Accessed on 10/1/11)

Visit Britain, available online from

<http://www.visitbritain.org/insightsandstatistics/inboundvisitorstatistics/regions/index.aspx> (Accessed 12/1/11)

Visit Sussex, available online from <http://www.visitsussex.org/> (Accessed on 12/1/11)

Worthing Borough Council (April 2010) *Submission Core Strategy, Publication Version Reg. 27. (Not Adopted)*



## **Rampion Offshore Wind Farm**



## **ES Section 28 – Onshore Socio-economics Figures**

**RSK Environmental Ltd**

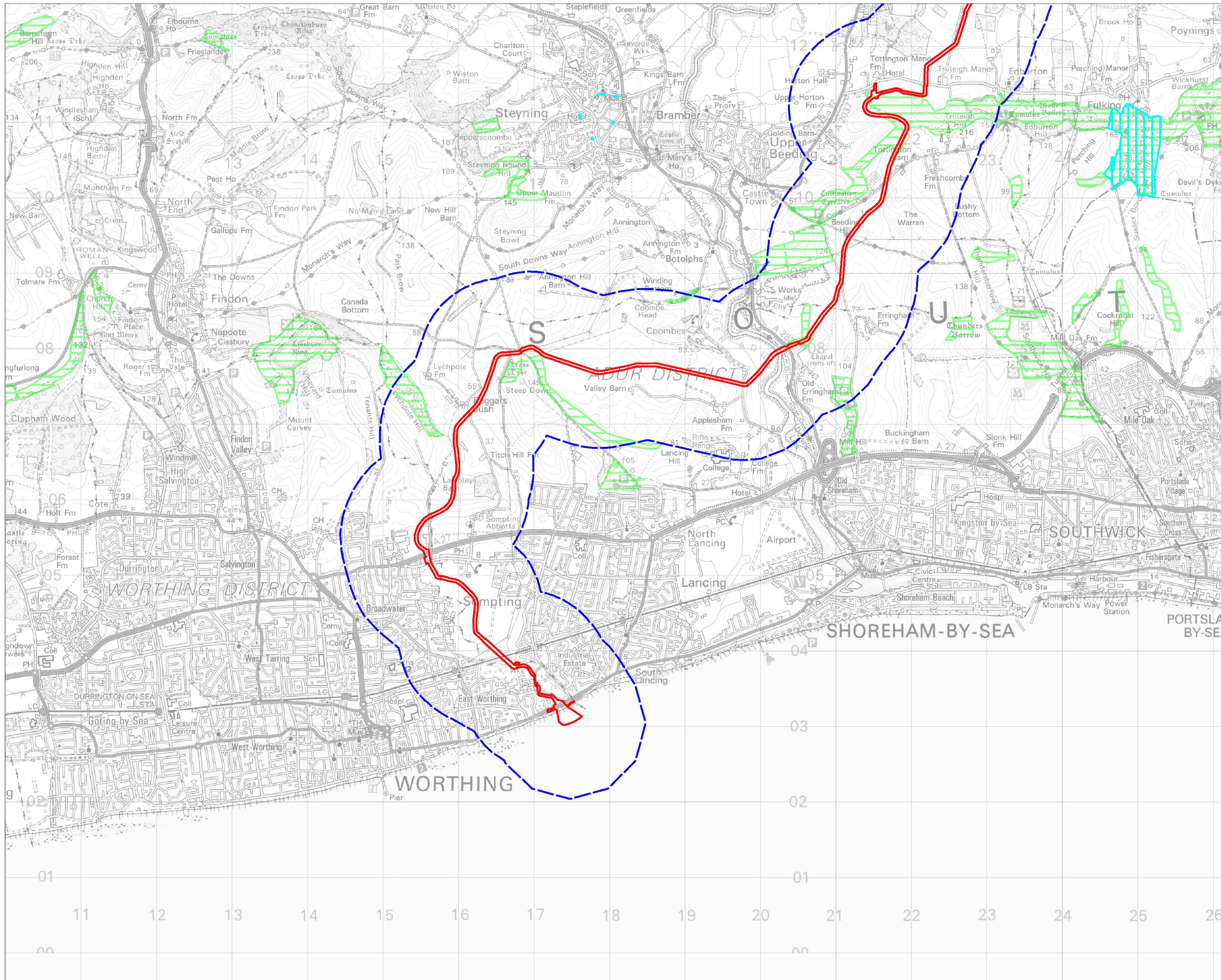
**Document 6.2.28**

**December 2012**

**APFP Regulation 5(2)(a)**

**Revision A**

**E.ON Climate & Renewables UK Rampion Offshore Wind Limited**



- Legend:**
- Development Area
  - Study Area
  - Open Access Areas
  - Common Land



Rev	Date	Description	Drn	Chk	App
04	27.11.12	New Development Area	AJ	KB	DW
03	17.10.12	Development Area added	DL	KB	DW
02	20.03.12	New Layout	LG	KB	DW
01	14.10.11	Second Draft	LH	KB	DW

**Rampion Offshore Wind Farm**



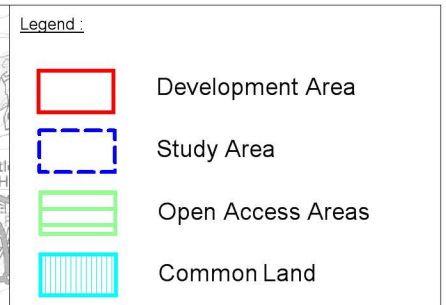
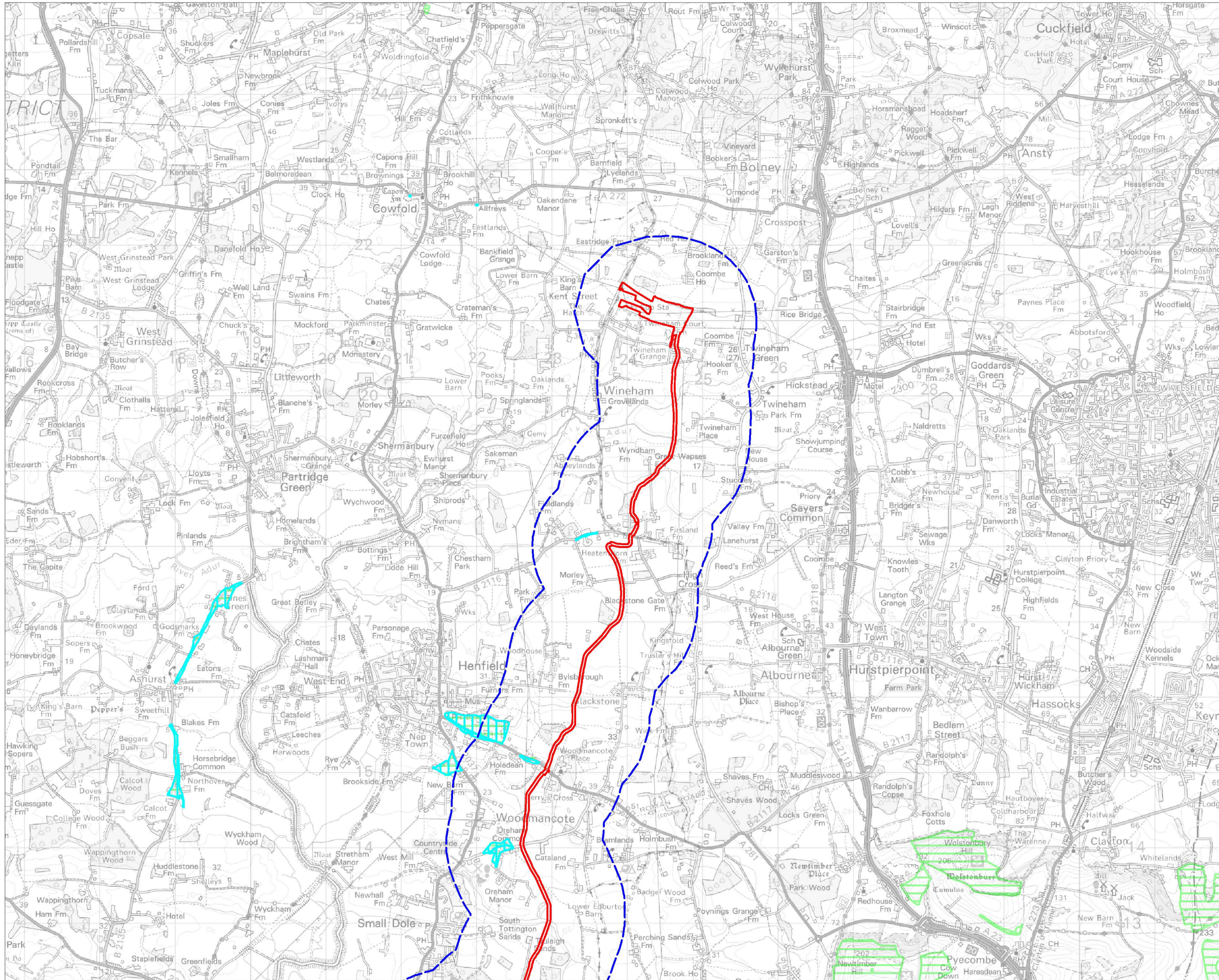
**Title:** Figure 28.1: Common Land & Open Access Areas (Map 1 of 2)

0 0.5 1  
kilometres

Scale = 1:50,000 @ A3

N  
W E  
S

REV 04

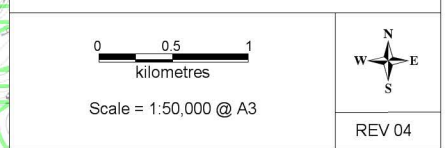


Rev	Date	Description	Drn	Chk	App
04	27.11.12	New Development Area	AJ	KB	DW
03	17.10.12	Development Area added	DL	KB	DW
02	20.03.12	New Layout	LG	KB	DW
01	14.10.11	Second Draft	LH	KB	DW

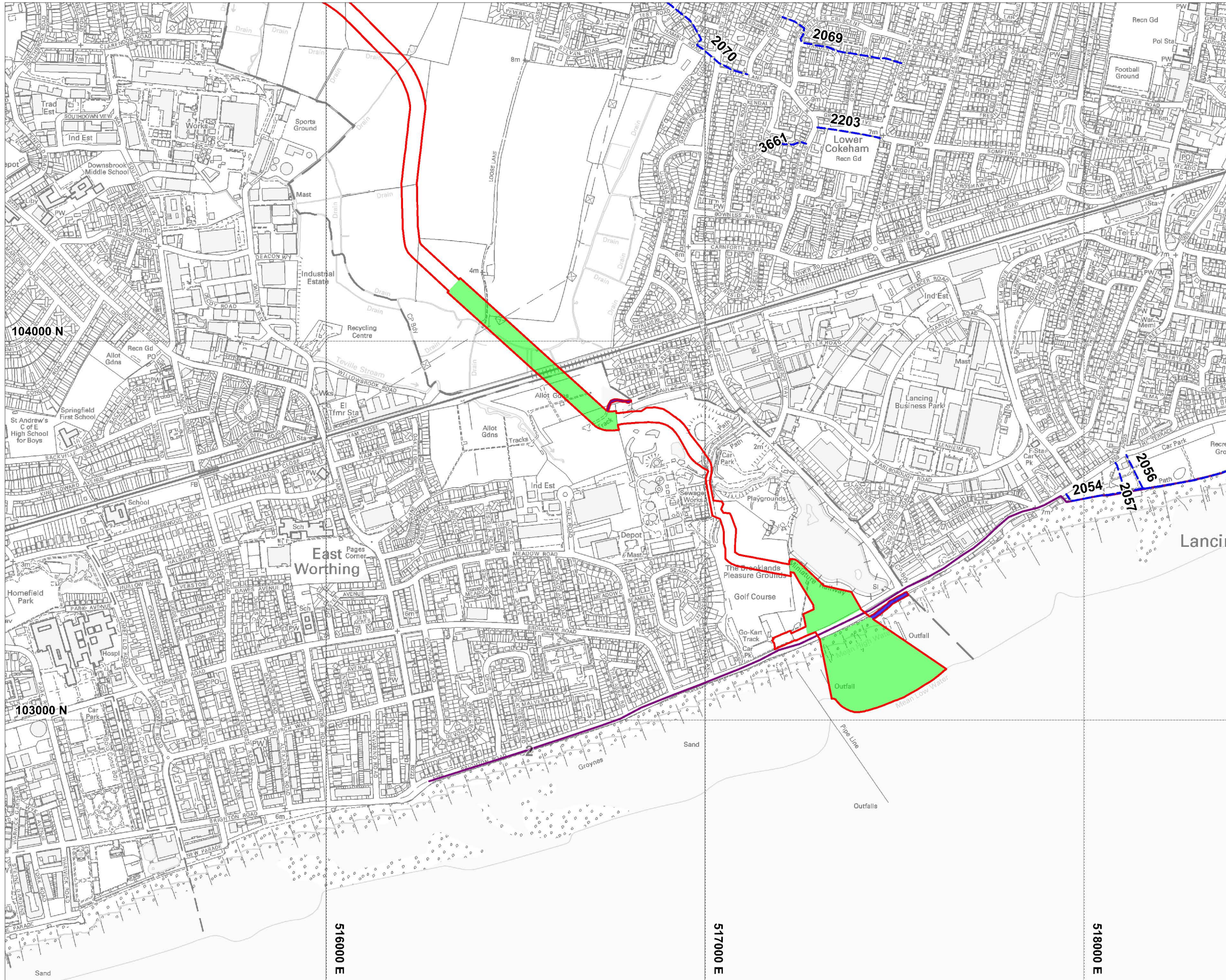
**Rampion Offshore Wind Farm**



**Title:** Figure 28.1: Common Land & Open Access Areas (Map 2 of 2)







- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottenham Mount Proposed Diversion



Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

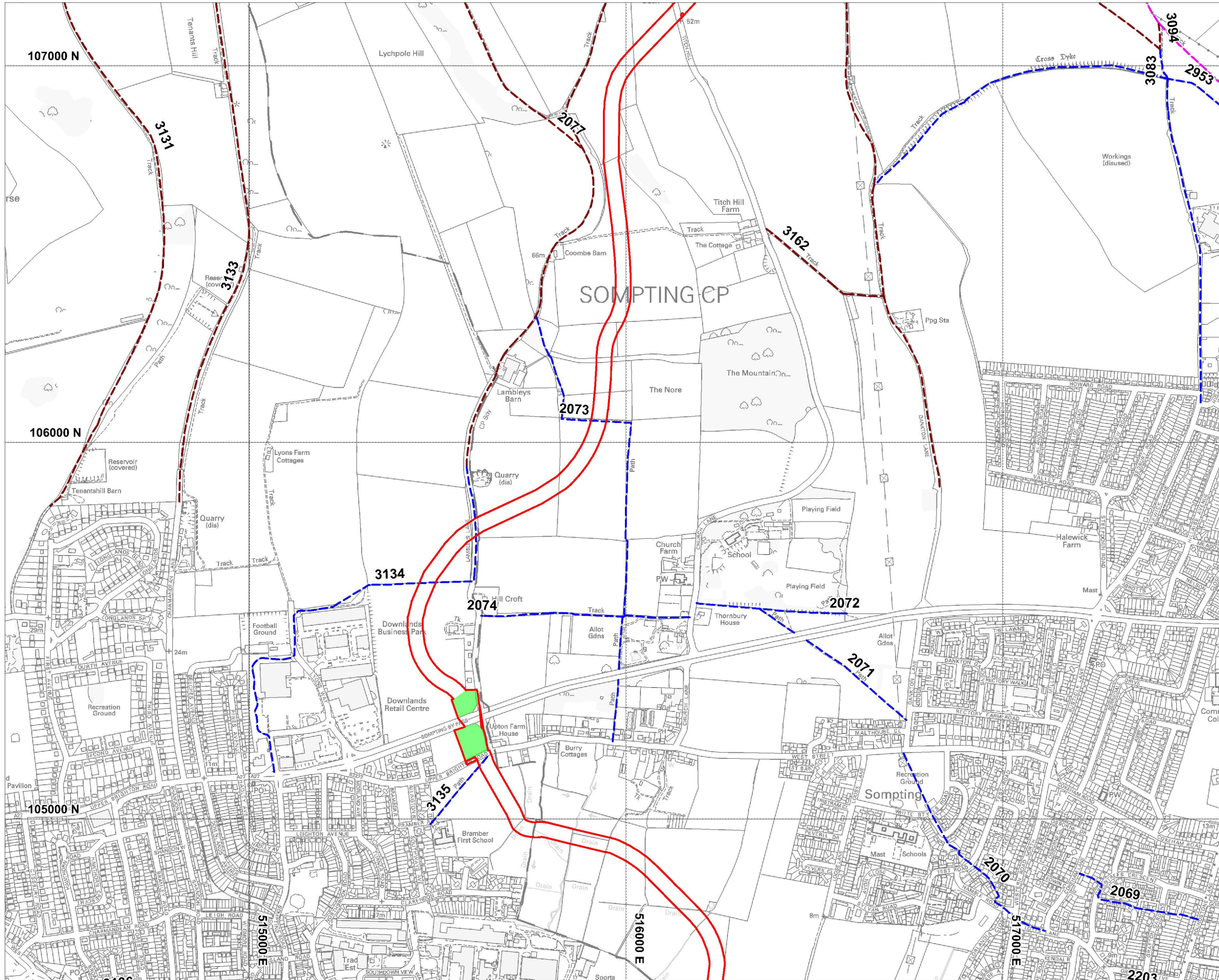
**Rampion Offshore Wind Farm**



**Title:** Figure 28.2: Public Rights of Way (Map 1 of 9)

Scale = 1:10,000 @ A3

REV 06



- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottington Mount Proposed Diversion



Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

**Rampion Offshore Wind Farm**

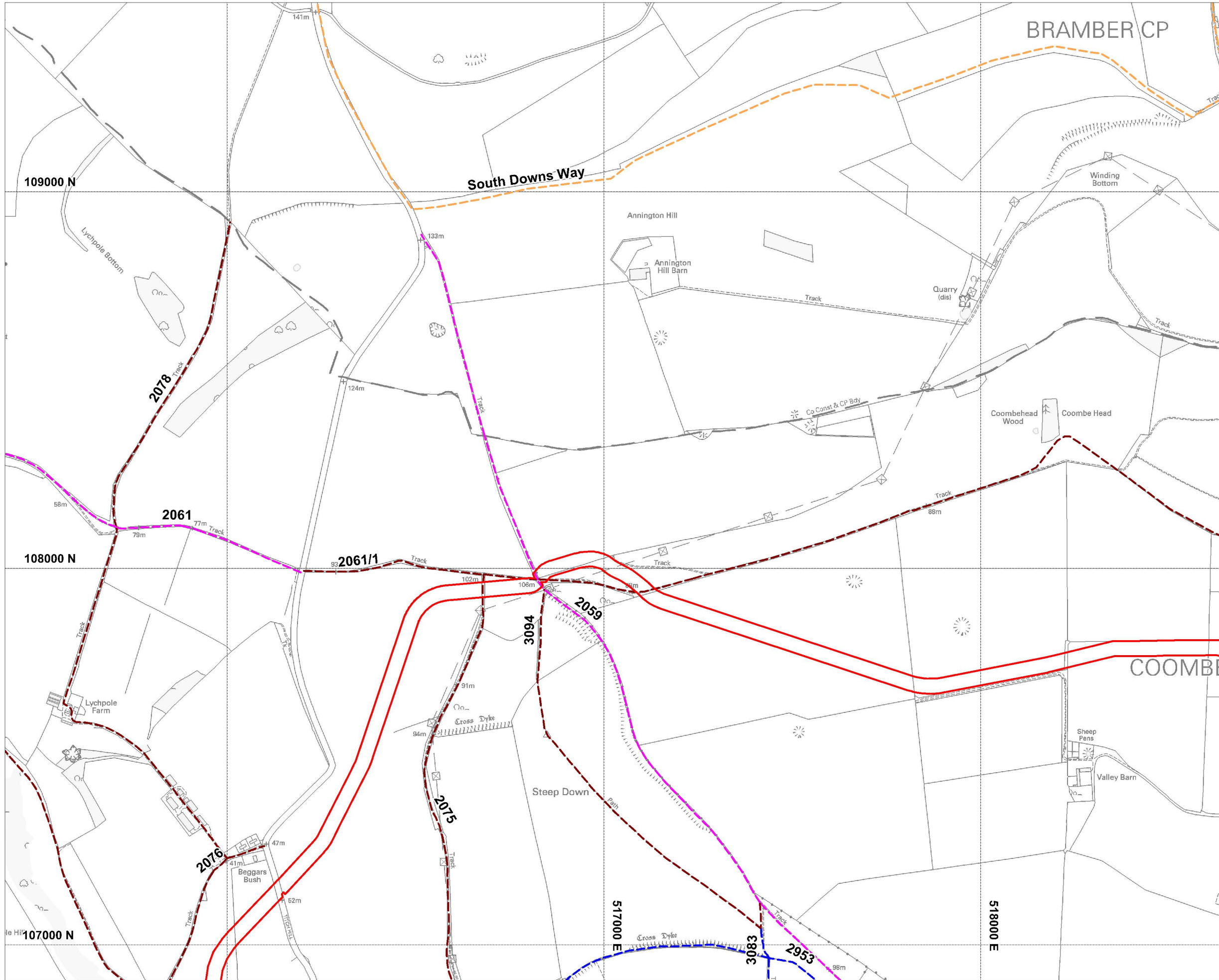


**Title:** Figure 28.2: Public Rights of Way (Map 2 of 9)

0 100 200 metres

Scale = 1:10,000 @ A3

REV 06



- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottington Mount Proposed Diversion



Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

**Rampion Offshore Wind Farm**

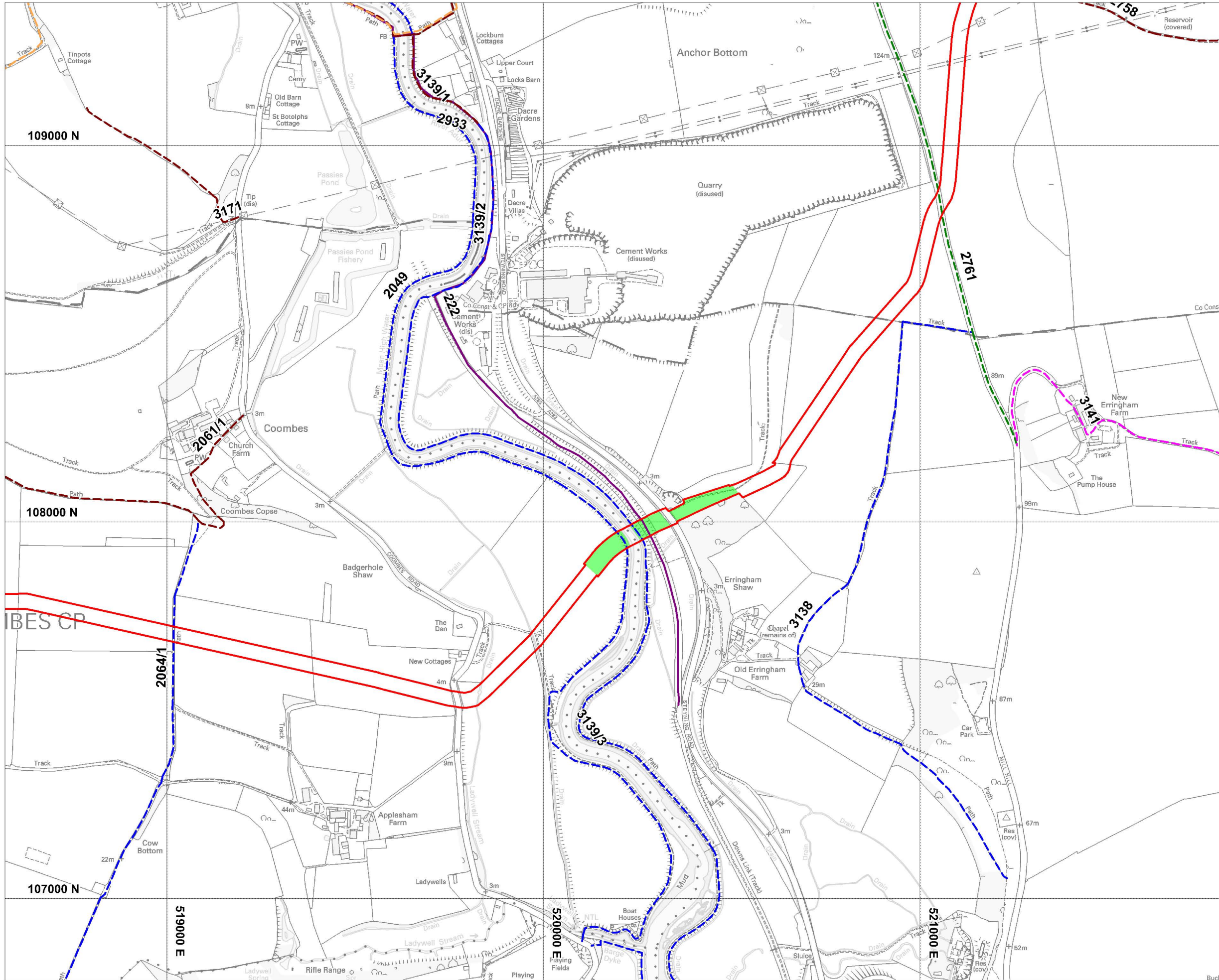


**Title:** Figure 28.2: Public Rights of Way (Map 3 of 9)

0 100 200 metres

Scale = 1:10,000 @ A3

REV 06



- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottington Mount Proposed Diversion



Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

**Rampion Offshore Wind Farm**

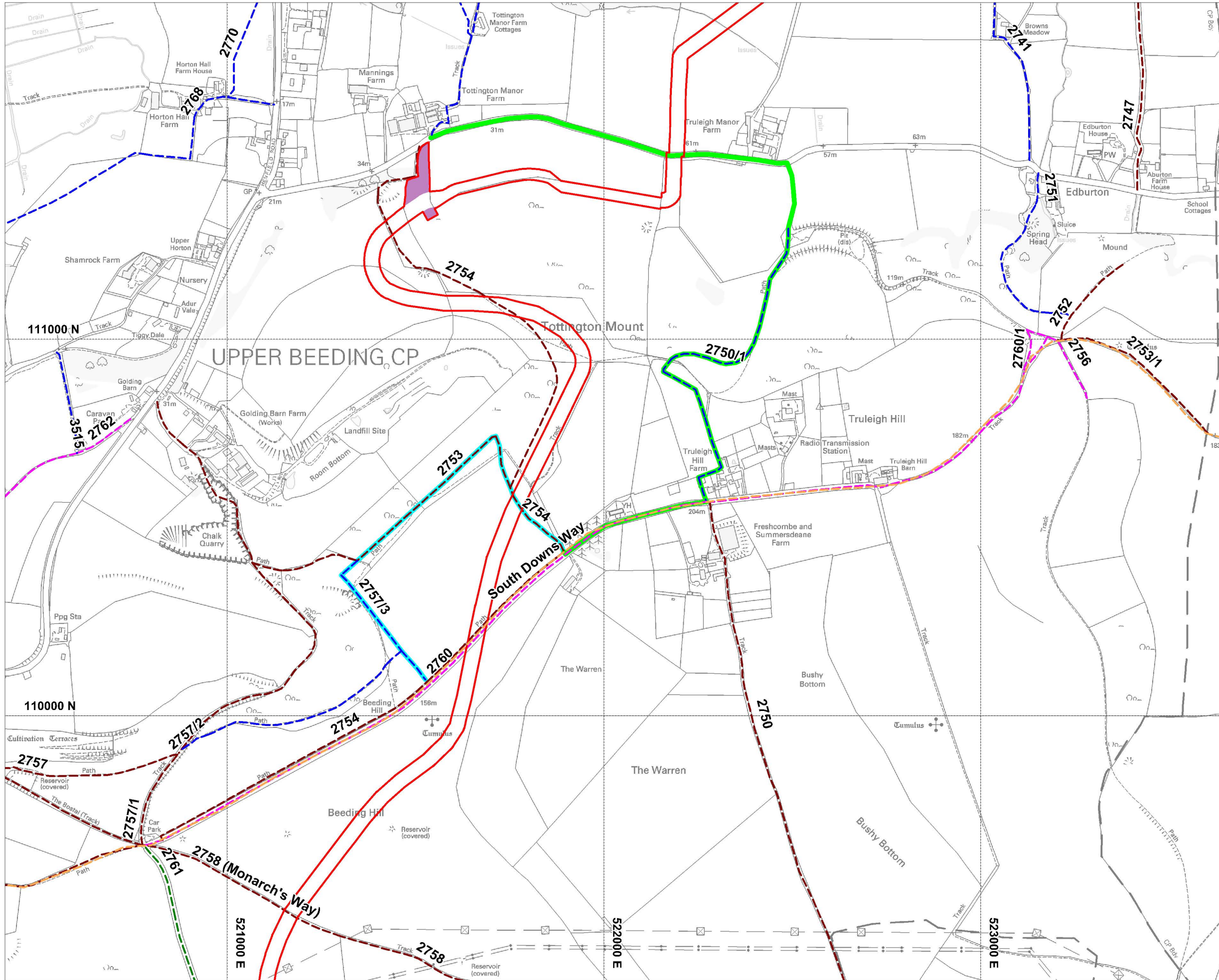


**Title:** Figure 28.2: Public Rights of Way (Map 4 of 9)

0 100 200 metres

Scale = 1:10,000 @ A3

REV 06



- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottington Mount Proposed Diversion



Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

**Rampion Offshore Wind Farm**

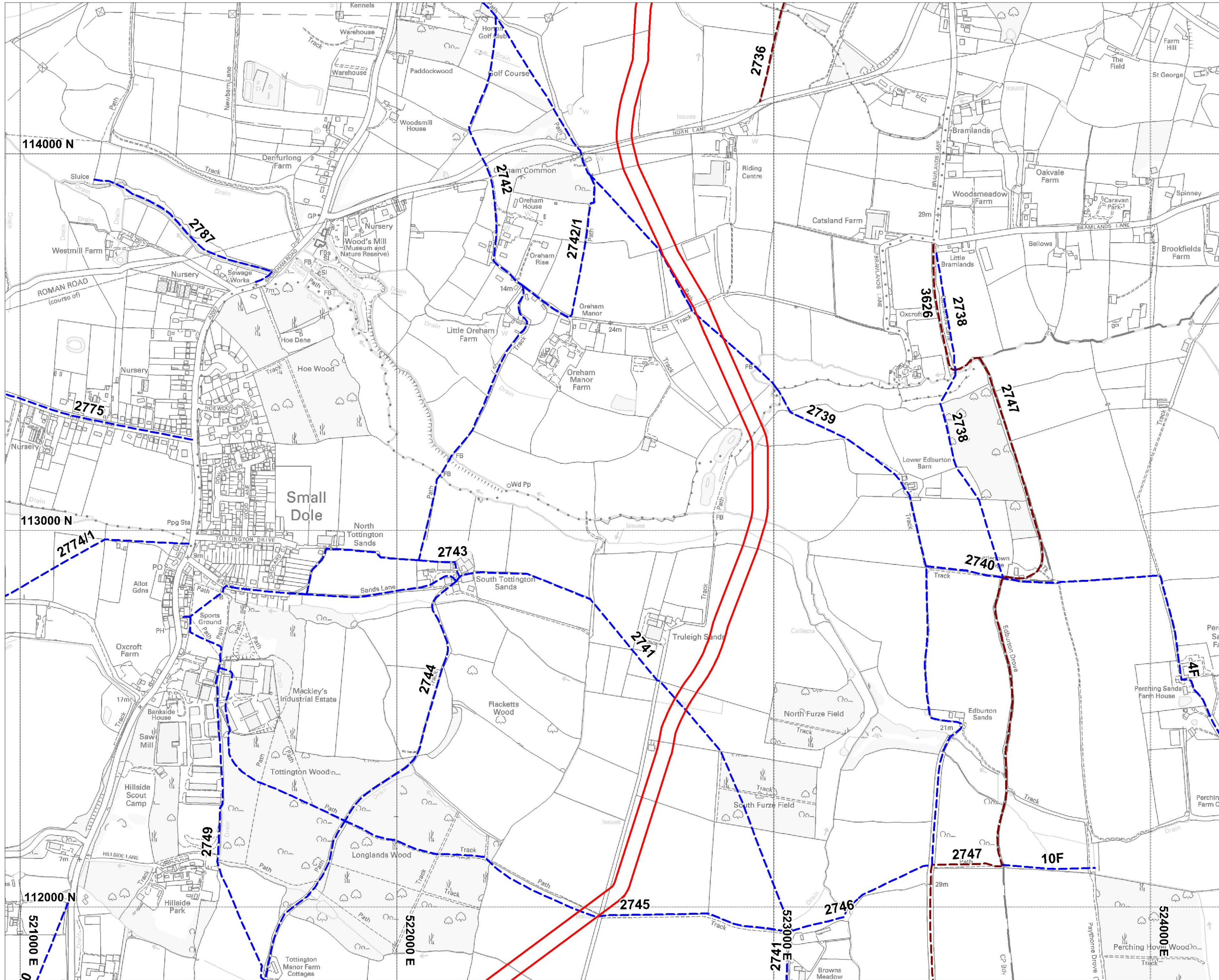


**Title:** Figure 28.2: Public Rights of Way (Map 5 of 9)

0 100 200 metres

Scale = 1:10,000 @ A3

REV 06



- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottington Mount Proposed Diversion



Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

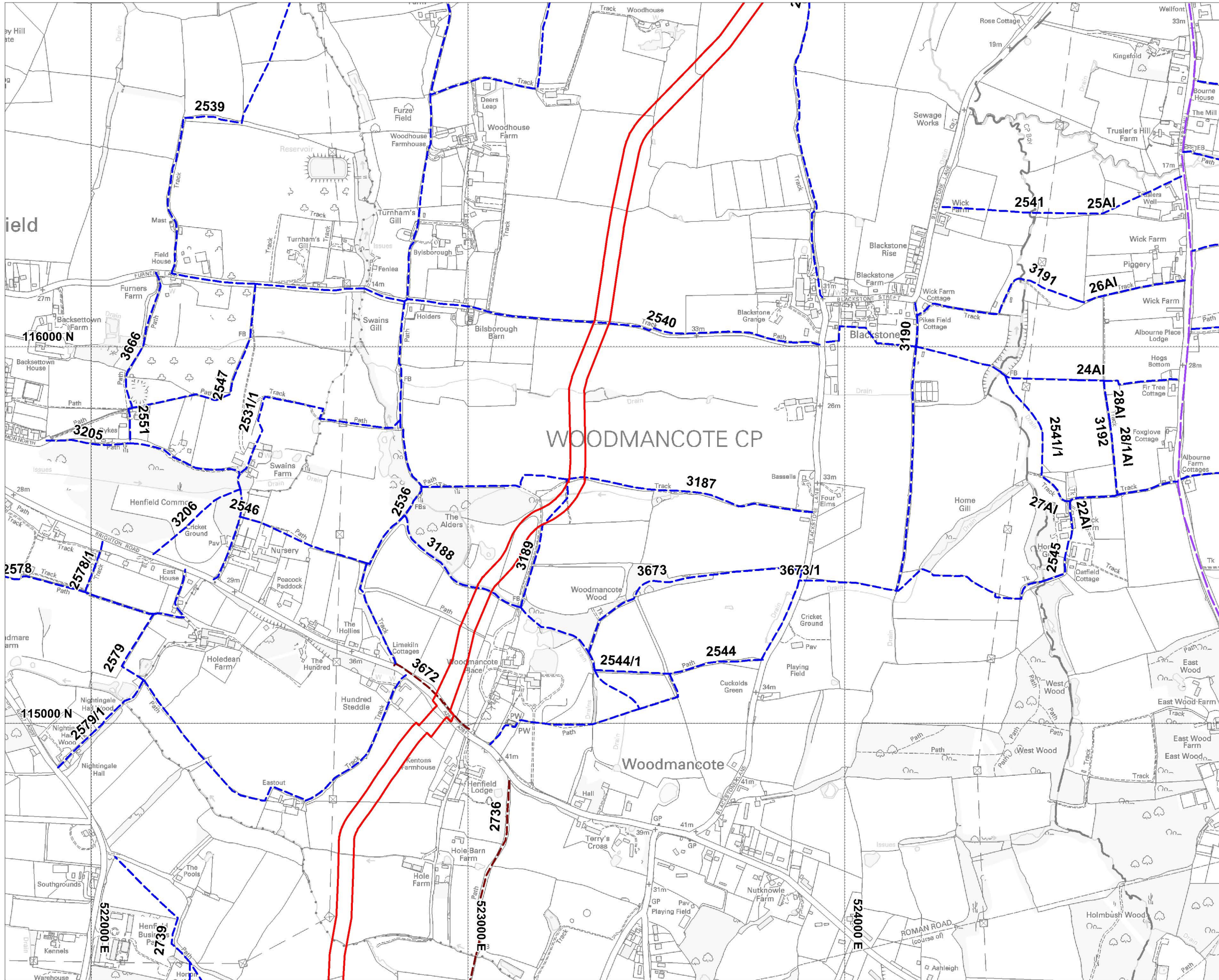
**Rampion Offshore Wind Farm**



**Title:** Figure 28.2: Public Rights of Way (Map 6 of 9)

0 100 200 metres  
Scale = 1:10,000 @ A3

REV 06



- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottington Mount Proposed Diversion

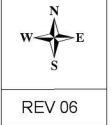
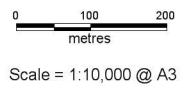


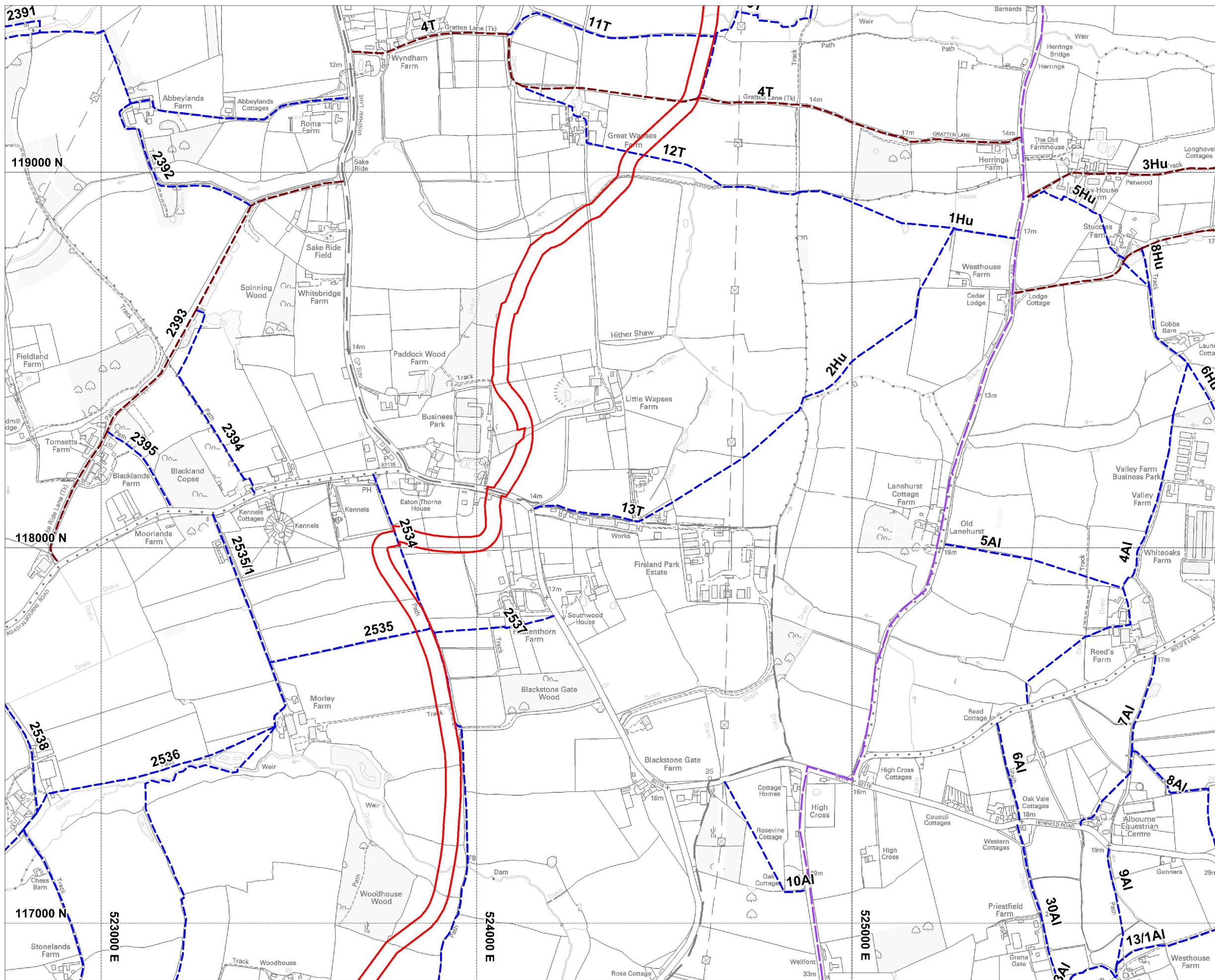
Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

**Rampion Offshore Wind Farm**



**Title:** Figure 28.2: Public Rights of Way (Map 7 of 9)





- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottington Mount Proposed Diversion



Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

**Rampion Offshore Wind Farm**



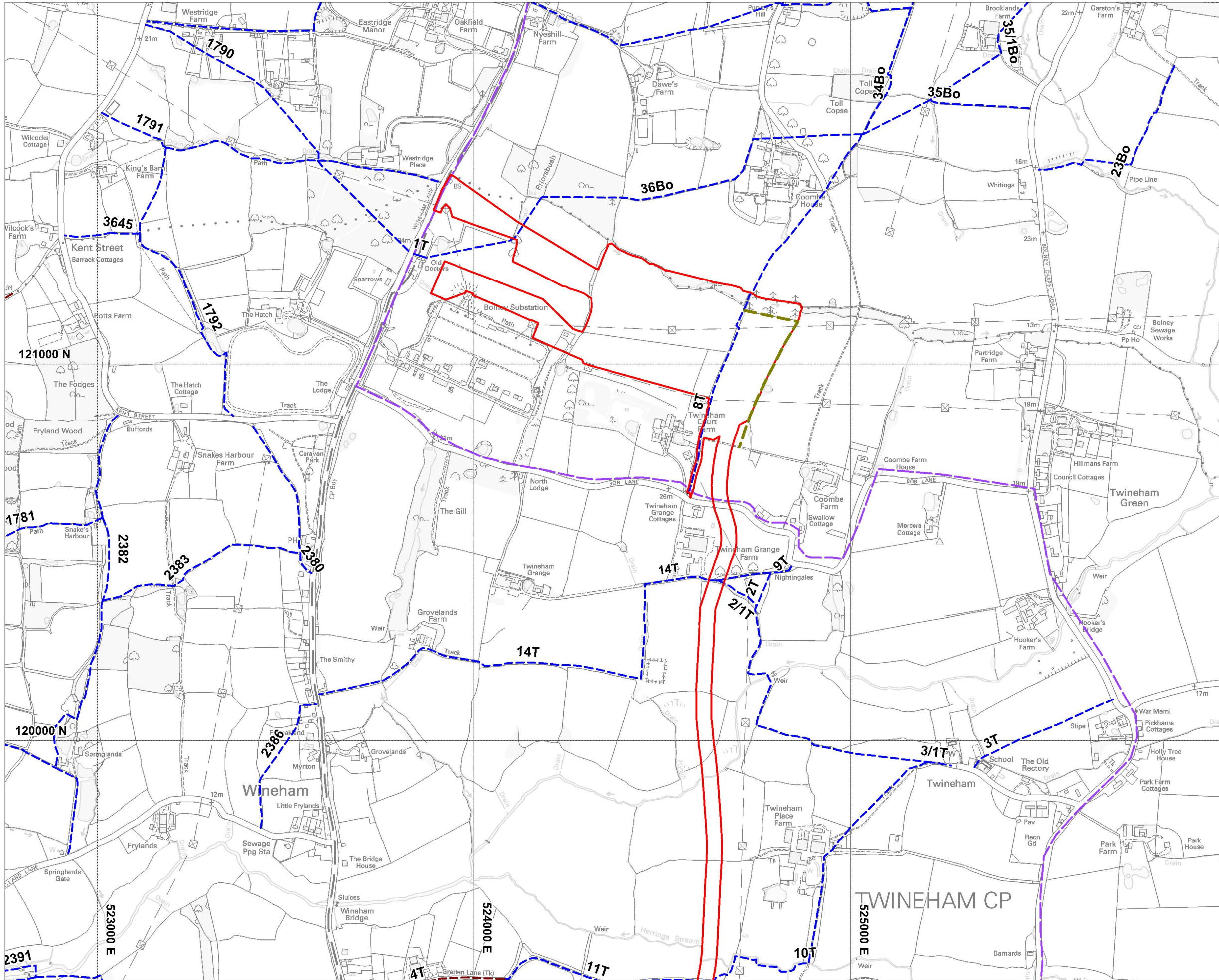
**Title:** Figure 28.2: Public Rights of Way (Map 8 of 9)

0 100 200 metres

Scale = 1:10,000 @ A3

REV 06





- Legend:**
- Development Area
  - HDD Section
  - Side Access
  - Temporary Construction Compound
  - National Trail
  - Bridleway
  - Byway
  - Footpath
  - Restricted Byway
  - Regional Cycle Route
  - National Cycle Route
  - Proposed Cycle route
  - Proposed Substation Diversion
  - SDW Proposed Diversion
  - Tottington Mount Proposed Diversion



Rev	Date	Description	Drn	Chk	App
06	30.11.12	Diversions Altered	AJ	KB	DW
05	27.11.12	New Development Area	AJ	KB	DW
04	16.10.12	Route Update	NH	KB	DW
03	20.03.12	New Layout	LG	KB	DW

**Rampion Offshore Wind Farm**



**Title:** Figure 28.2: Public Rights of Way (Map 9 of 9)

0 100 200 metres

Scale = 1:10,000 @ A3

REV 06