

Norfolk Vanguard Offshore Wind Farm

Norfolk Vanguard Limited

Joint Position Statement with Broadland District Council – Cawston Conservation Area

Issue Specific Hearing 6 Action Point 13

Document Reference: ExA; ISH6; 10.D8.3

Deadline 8

Date: 30 May 2019

Author: Royal HaskoningDHV

Photo: Kentish Flats Offshore Wind Farm

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1 CAWSTON CONSERVATION AREA

1.1 Introduction

1. During the Issue Specific Hearing on Environmental Matters (ISH6) on 24 April 2019, the Examining Authority (ExA) requested a joint position statement from the Applicant and Broadland District Council with regards to:
 - Heritage assessment of effects of proposed package of measures on the character or appearance of Cawston Conservation Area (Action Point 13)
2. Appendix 1 to this document is the Applicant's heritage assessment of effects of the package of mitigation measures at Cawston as proposed by the Applicant on the character or appearance of Cawston Conservation Area. Appendix 1 also includes a map showing Cawston Conservation Area and a copy of the Conservation Area Appraisal both produced by Broadland District Council.
3. A copy of the Applicant's Heritage Assessment was provided to Broadland District Council on 22 May 2019 and their comments are reflected within this joint position statement.

1.2 Summary of Cawston Conservation Area Heritage Assessment

4. A proposed scheme of highway mitigation measures will be introduced along the B1145 through Cawston, passing through part of the Cawston Conservation Area, to mitigate for traffic increases associated with the construction of Norfolk Vanguard and Hornsea Project Three offshore wind farms.
5. The majority of the proposed highway mitigation measures will be temporary in nature (e.g. signage and road markings) and will be fully removed following the completion of construction works associated with Norfolk Vanguard and Hornsea Project Three.
6. The pedestrian footway widening and road resurfacing would be permanent measures and would remain in place beyond the completion of construction works. However, these measures offer longer-term benefits and link to the enhancement opportunities identified within the Cawston Conservation Area Conservation Appraisal, i.e. improving pedestrian priority and safety.
7. Depending upon the phasing of the construction works associated with the two projects, the temporary highway mitigation measures are expected to be required for 2-3 years, prior to their removal. These measures represent a temporary change to the appearance of the Conservation Area; however, any impacts upon the character of the Conservation Area will be minimised by adopting the principles of simple, unobtrusive and good quality (sympathetic) material during detailed design.

8. The increase in traffic associated with the construction of Norfolk Vanguard and Hornsea Project Three is considered to represent temporary harm to the character and appearance of the Conservation Area during the construction works and represents a temporary adverse impact on the ability of people to experience and appreciate the Area and the significance of its associated heritage assets. However, this harm will be temporary and reversible, and the road resurfacing and pathway widening is considered to offer a longer-term legacy benefit to improve the ability for people to experience the Conservation Area along the B1145.

1.3 Broadland District Council position

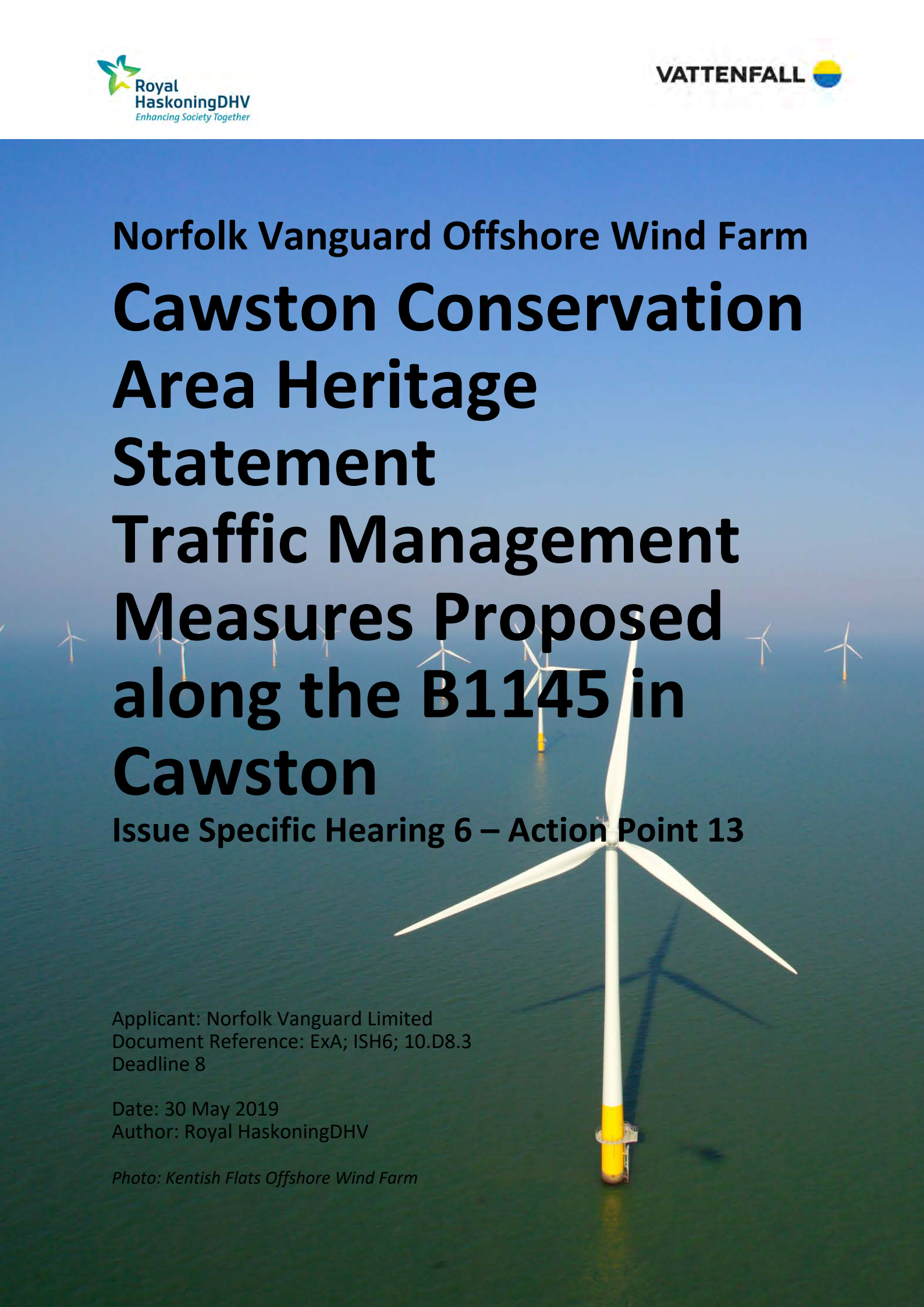
9. Broadland District Council is generally in agreement with the contents of the Applicant's Heritage Assessment as this recognises that there will be temporary damage to the character and appearance of the Conservation Area caused by the increase in Heavy Goods Vehicle (HGV) traffic in the area. The Council welcomes the permanent widening of specific sections of footways and resurfacing of the main carriageway.
10. However, the proposed widening of the footway outside No. 6 The Street, Cawston may have the unfortunate effect of narrowing the carriageway and increasing the risk of the corner of the Grade II listed Whitehouse Farm opposite being hit by a passing vehicle.
11. The Council request that this be taken into consideration during subsequent development of the scheme of mitigation to ensure that the carriageway width is not reduced at this point.

1.4 Norfolk Vanguard position

12. A Road Safety Audit has been undertaken of the proposed highway mitigation scheme through Cawston, which has also identified potential safety concerns related to some of the proposed pavement widening. The final design will ensure that there is no increased risk of the Grade II listed Whitehouse Farm being hit by a passing vehicle.
13. Further discussion and agreement with Norfolk County Council and Broadland District Council will be undertaken post-consent during detailed design, to agree the final details of the highway mitigation scheme, including the proposed pavement widening outside No. 6 The Street, Cawston.
14. This further discussion post-consent will also include agreement of the surface materials and street furniture (both temporary and permanent), weighing practical and safety needs with conservation requirements and good practice within a Conservation Area. The detailed design will be captured within the final Traffic Management Plan and secured through DCO Requirement 21.

15. As outlined in section 1.2 any harm associated with the scheme of highway mitigation through Cawston will be temporary and reversible. The road resurfacing and pathway widening is considered to offer a longer-term legacy benefit to improve the ability for people to experience the Conservation Area along the B1145.

2 APPENDIX 1 CAWSTON CONSERVATION AREA HERITAGE ASSESSMENT



Norfolk Vanguard Offshore Wind Farm Cawston Conservation Area Heritage Statement Traffic Management Measures Proposed along the B1145 in Cawston

Issue Specific Hearing 6 – Action Point 13

Applicant: Norfolk Vanguard Limited
Document Reference: ExA; ISH6; 10.D8.3
Deadline 8

Date: 30 May 2019
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Cawston Conservation Area Map.

Approach Driver Awareness Works on B1145 Cawston - Figure 03/322 Rev C (29.01.19).

B1145 - Centre of Cawston Mitigation Scheme HGV – HGV Passing Points - Figure 03/322 Rev C (07.03.19).

1 INTRODUCTION

1.1 Purpose of the Document

1. During the Issue Specific Hearing on Environmental Matters (ISH6) on the 24 April 2019, the Examining Authority (ExA) requested a ‘heritage assessment of the effects on the Cawston Conservation Area’ associated with a proposed package of traffic mitigation measures through the village of Cawston (Action Point 13).
2. The purpose of this document is to assess whether the proposed traffic mitigation measures for Norfolk Vanguard (the Project) will give rise to any potential significant impacts to the Conservation Area’s character and/or appearance.
3. The proposed scheme of mitigation has been developed by Hornsea Project Three to address cumulative construction traffic impacts with Norfolk Vanguard through Cawston. The principles of the scheme of mitigation have been accepted by Norfolk County Council as local highway authority although the final detailed design of the scheme will be subject to further sign off post-consent by both Norfolk County Council and Broadland District Council.
4. Traffic noise and vibration impacts along the B1145 through Cawston for the Project alone and cumulatively with Hornsea Project Three have been assessed separately as part of the traffic cumulative impact assessment submitted to the examination at Deadline 5 (ExA; ISH1; 10.D5.3). This determined that with the introduction of the traffic mitigation measures through Cawston associated traffic noise and vibration impacts will not be significant.

1.2 Summary of Cawston Proposed Highway Mitigation Scheme

5. The proposed scheme of mitigation through Cawston is captured within the Norfolk Vanguard Outline Traffic Management Plan (TMP) (DCO document 8.8). The proposals are also shown separately on two figures at the back of this report “Approach Driver Awareness Works on B1145 Cawston Figure 03/322 Rev C 29.01.19” and “B1145 - Centre of Cawston Mitigation Scheme HGV - HGV Passing Points Figure 03/322 Rev C 07.03.19”.
6. In summary the proposed mitigation includes the following elements (the proposals are located within the Conservation Area unless otherwise stated):
 - Parking restrictions limiting on street parking to newly painted parking bays painted onto the existing road (temporary).
 - Various signage:
 - 20 mph signs (temporary);

- End of 20 mph signs (temporary);
 - Priority to oncoming vehicles signs (temporary);
 - Proposed new village designed gateway features (permanent but outside Conservation Area);
 - New vehicle activated speed sign to the west of the village (permanent but outside Conservation Area); and
 - Relocation of existing vehicle activated speed sign to the east of the village (outside Conservation Area).
- Road re-surfacing along the length of the B1145 through Cawston to improve condition and reduce vibration effects associated with potholes and rough surface etc (permanent); and
 - Localised footway (pavement) widening and improvement (permanent).
7. A road safety audit undertaken in March 2019 by Orsted proposed that a mechanism to enforce the parking restrictions also be introduced. It has therefore been proposed that this will be single yellow lines on both sides of the road with waiting restriction signs added.
 8. All measures are currently proposed to be temporary in nature, with the exception of the re-surfaced road and footway (pavement) widening and improvement.
 9. For the Norfolk Vanguard project alone, the temporary measures are only required during the cable duct installation works, for a period of approximately 1 year.
 10. For Hornsea Project Three, the temporary measures would need to be in place for approximately 2 years. As such, when considered cumulatively, the temporary highway mitigation measures could be required for a total of 2-3 years.
 11. The principles of the scheme of mitigation have been accepted by Norfolk County Council as local highway authority although the final detailed design of the scheme will be subject to further sign off post-consent by both Norfolk County Council and Broadland District Council.

2 CAWSTON CONSERVATION AREA CONSIDERATIONS

2.1 Conservation Areas

12. A Conservation Area comprises an area of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance.
13. Conservation Area designation exists to manage and protect the special architectural and historic interest of such places and is essentially intended to protect the buildings and trees that fall within them.
14. There are currently 21 Conservation Areas within Broadland District Council (BDC). These differ in their type (character and appearance) and include:
 - Parts of historic towns and villages;
 - 18th and 19th-century suburbs;
 - Model housing estates; and
 - Country houses set in historic parks.
15. Cawston Conservation Area falls under the ‘parts of historic towns and villages’ category and was designated in 1979.
16. Factors that contribute to the special quality of a Conservation Area can include:
 - The architectural qualities of the buildings;
 - The material used in their construction;
 - The relationship between buildings and their setting in the townscape / landscape;
 - The character of the spaces between buildings, including walls, hedges, trees and ground surface materials; and
 - Views from within and outside the area.

2.2 Cawston Conservation Area Character Appraisal

17. The extent of the Cawston Conservation Area is shown on the Broadland District Council figure at the back of this report. The Conservation Area along the B1145 has a western extent in proximity to Booton Road and an eastern extent a New Street covering an approximate 300m stretch of the High Street through Cawston. A copy of the Cawston Conservation Area Character Appraisal (CACA) is included as Appendix 1 to this report.

2.2.1 Road and Traffic References

18. The Cawston CACA, adopted in March 2009, contains several references with respect to 'traffic': It is noted in the 1979 statement that Nos. 39 to 45 Chapel Street were demolished in the 1980s as part of a County Council Scheme for highway improvements to Chapel Street to provide for adequate HGV access and a footway.
19. The CACA (2009) notes that – *“this is the only indication in the 1979 Statement of the conflict between heavy traffic and conservation in Cawston.”* – and that *“Since then the volume of traffic has increased: heavy goods vehicles pound through the streets constantly, causing danger to pedestrians and to bona fide village traffic, producing noise and spattering newly painted buildings with dirt.”* – *“Despite the removal of the bottle-neck in Chapel Street, the centre of Cawston can be hazardous for pedestrians.... Buildings are also potentially at risk from damage by traffic. Street widening and demolition is no longer accepted as the solution of traffic problems in built up residential and shopping areas, least of all in a Conservation Area.”* (CACA 2009, Introduction – p.2)
20. Under 'Location and Setting' the CACA states that - *“The village developed around a major road junction, and today the B1145 running east-west from North Walsham to Kings Lynn remains an important cross-country route.”* (CACA 2009, Location and Setting – p.4). *“The form of the village derives from it being the meeting place of several roads leading in from the surrounding countryside – as well as from further afield, making it an ideal location for a market and a fair.”* (CACA 2009, Location and Setting – p.4)
21. Under 'Form and Character' the CACA states that *“The Market Place is a most satisfying space. It is enclosed on all sides by buildings of interest or walls, but, whereas Chapel Street and the western arm of the High Street broaden out as they approach the junction, the eastern arm of the High Street becomes a narrow funnel between walls or buildings. It is important to conserve this contrast: any pressure to accommodate through traffic by road widening should be resisted.”* (CACA 2009, Form and Character, The Market Place – pp. 4 & 5)

2.2.2 Character Detractors

22. Traffic is highlighted as one of the primary elements which detracts from the character of the area; a situation which has further developed since the Conservation Area was originally designated in 1979.
23. It is stated that *“the heavy traffic passing through the village has a serious impact on the character of the Conservation Area.”* (CACA, Things which detract from the Character of the Area, Traffic – p.8)

2.2.3 Enhancement Opportunities

24. The control of traffic through the Conservation Area is also seen as a primary enhancement opportunity.
25. It is stated that *“better control of traffic through the village would at once improve the environment and give the opportunity to consider other physical improvements.”* (CACA, Opportunities for Enhancement, – p.9)
26. *“The repaving of the Market Place and part of the high street would then become possible. The emphasis should be on pedestrian priority and safety, while ensuring the prosperity of shops, the public house and other businesses in the village and allowing for residential access. Surfacing material and street furniture should be simple and unobtrusive, but of good quality.”* (CACA, Opportunities for Enhancement, – p.9)

2.3 The Proposed Highway Mitigation Details and Discussion

27. The two distinct elements of the proposed highway mitigation scheme for Norfolk Vanguard are addressed separately below:

- 1) The B1145 approaches to Cawston (outside of the Conservation Area); and
- 2) The B1145 through the centre of Cawston (within the Conservation Area).

2.3.1 1) The Approaches to Cawston on the B1145 (outside of the Conservation Area)

28. The elements of the scheme of mitigation on the approaches to Cawston are shown on Figure' 03/322 Rev C (29.01.19) provided at the back of this report.
29. The mitigation proposed on the eastern side of the village, heading east – west, include:
 - Proposed new village designed gateway feature (permanent) – approximately 500m east of Conservation Area.
 - Proposed 20 mph/30 mph speed limit change, i.e. 20mph if you're heading into Cawston and 30mph if you're heading out of Cawston (temporary) – approximately 300m east of Conservation Area.
 - Relocation of Vehicular Activated Sign (VAS) to be provided in advance of school access and within the 20mph zone (permanent) – approximately 350m east of Conservation Area.
 - Existing footway to be widened (permanent) – approximately 250m east of Conservation Area. The potential for pavement widening is subject to ongoing

discussion with Norfolk County Council (NCC) as this was identified as a concern within the road safety audit. This would be confirmed during detailed design.

30. The mitigation proposed approaching Cawston on the western side of the village, heading west – east, include:
 - New village designed gateway feature (permanent) – approximately 400m west of Conservation Area.
 - New Vehicular Activated Sign (VAS) to be provided at a location to be agreed with NCC (permanent) – approximately 250m west of Conservation Area.
31. The mitigation measures proposed approaching Cawston are designed to slow traffic speeds on the approach to the centre of Cawston, and the footway widening is designed to improve pedestrian safety. As such these measures should be seen as positive and beneficial. However, these measures are unlikely to be visible from the Conservation (at distance of 250m or greater) and are considered to be non-material in terms of any associated adverse impact to the character and/or appearance of Cawston Conservation Area itself.

2.3.2 2) The Centre of Cawston Mitigation (within the Conservation Area)

32. The elements of the scheme of mitigation along the B1145 through the centre of Cawston are shown on Figure 03/322 Rev C (07.03.19) at the back of this report.
33. These proposed measures are all within, or partly within, the Cawston Conservation Area boundary.
34. Heading east – west through the village, these measures include:

Existing vegetation to be cut back within the highway boundary and verge clearance.
35. This work is at the very eastern extent of the Conservation Area. This may include lopping of branches overhanging the road if forward visibility is being impaired. This tree is noted as a ‘significant tree’, albeit not currently subject to a tree preservation order, and is numbered CA6 – Common Walnut within Appendix D of the Cawston CACA (2009). Any proposed lopping of branches of this tree would need to be discussed and agreed with the appropriate Broadland District Council Officer (Development Management and/or Conservation). This will be captured within the final TMP to be produced post-consent, secured through DCO Requirement 21.

Single way priority working signage, to be agreed with NCC. Proposed to be located near to/in the vicinity of the entrance to Whitehouse Farm.

36. Clear visibility of the signage will ensure this traffic measure is effective. Any new signage should be simple, unobtrusive and good quality. The exact size and location of the signage (albeit of a temporary nature) will also be important with respect to minimising impact upon the character and appearance of the Conservation Area. The final appearance and location of the signage will be discussed and agreed with NCC and Broadland District Council during the detailed design as part of the final TMP, secured through Requirement 21.

Footway to be widened to a minimum of 1.2m to provide improved pedestrian amenity, from the corner of Norwich Road to the south-eastern corner of Market Square. Subject to ongoing discussion with NCC in relation to road safety.

37. This would be a permanent measure which can be related directly to ‘opportunities for enhancement’ within the CACA (2009) with respect to pedestrian priority and safety. Any footway works should be simple, unobtrusive and use good quality materials. If this element is retained, this will be discussed and agreed with NCC and Broadland District Council during the detailed design and captured within the final TMP.

Existing Bus Stops to be relocated to assist vehicle movement and reduce vehicle conflict (permanent).

At present the bus stop signage is not obvious. Any new signage should be simple, unobtrusive and of good quality. The final location and appearance of the bus stop sign should be further discussed and agreed with NCC and Broadland District Council during detailed design and captured within the final TMP.

Footway to be widened along the High Street frontage, where necessary, to provide a minimum footway of 1.2m, from nos. 5, 7 to 11 and 13.

38. This would be a permanent measure which can be related directly to ‘opportunities for enhancement’ within the CACA (2009) with respect to pedestrian priority and safety. Any footway works should be simple, unobtrusive and use good quality materials. If required, this will be discussed and agreed with NCC and Broadland District Council during the detailed design.

Existing parking to remain (in Market Square).

39. No change, noted. As such this is not considered a matter directly relevant to the character and appearance of the Conservation Area.

New 20 mph zone sign and new end of 20 mph zone sign. Exact locations to be agreed with NCC within the vicinity of nos. 2c and 9-11 Chapel Street.

40. Any new signage should be simple, unobtrusive and of good quality. Exact sizes and locations of signage (albeit of a temporary nature) will also be important with respect to minimising impact upon the character and appearance of the Conservation Area. This will be discussed and agreed with NCC and Broadland District Council during the detailed design and captured within the final TMP.

Footway to be widened to a minimum of 1.2m to provide improved pedestrian amenity, between nos. 15 to 19, 21 to 29, and also nos. 14 to 18.

41. This would be a permanent measure which can be related directly to 'opportunities for enhancement' within the CACA (2009) with respect to pedestrian priority and safety. Any footway works should be simple, unobtrusive and use good quality materials. If required, this will be discussed and agreed with NCC and Broadland District Council during the detailed design.

New 20 mph Zone sign and new End of 20 mph Zone sign. Exact locations to be agreed with NCC within the vicinity of The Old Forge (Booton Road / Goosepie Lane) and no. 41 Church Close.

42. Any new signage should be simple, unobtrusive and of good quality. Exact sizes and locations of signage (albeit of a temporary nature) will also be important with respect to minimising impact upon the character and appearance of the Conservation Area. This will be discussed and agreed with NCC and Broadland District Council during the detailed design and captured within the final TMP.

Single way priority working, signage to be agreed with NCC. Proposed to be located in the vicinity of The Old Forge and nos. 22/24 High Street.

43. Clear visibility of the signage will ensure this traffic measure is effective. Any new signage should be simple, unobtrusive and good quality. The exact size and location of the signage (albeit of a temporary nature) will also be important with respect to minimising impact upon the character and appearance of the Conservation Area. This will be discussed and agreed with NCC and Broadland District Council during the detailed design and captured within the final TMP.

Formalisation and demarcation of parking bays (blue boxes) in front of nos. 5, 7 to 11, no. 13 and no. 15 - south-side of High Street; and nos. 8 / 10, nos. 12, 12a and 12b and nos. 14-18 – north-side of High Street.

44. Any road markings should be simple, unobtrusive, and use good quality materials. Whilst temporary in nature, some further consideration of line/box colour, thickness and spacing will be required during detailed design. This will be discussed and agreed with NCC and Broadland District Council during the detailed design and captured within the final TMP..

Single yellow lines along the non-parking bay lengths and associated parking restriction signs (advice received within the road safety audit but not yet shown on plans at the back of this report).

45. Any road surface works should be simple, unobtrusive, and use good quality materials. Exact sizes and locations of signage (albeit of a temporary nature) will also be important with respect to minimising impact upon the character of the Conservation Area. The thickness and spacing of lines will also require further agreement during detailed design. This will be discussed and agreed with NCC and Broadland District Council during the detailed design and captured within the final TMP..

Road re-surfaced to improve condition and reduce vibration effects associated with potholes and rough surface etc. (not shown on the plans at the back of this report).

46. Surfacing materials should be simple and unobtrusive, but of good quality. The colour and visual finish will be important with respect to minimising impact upon the character of the Conservation Area. Further discussion and agreement with / between NCC and Broadland District Council will be required during detailed design and captured within the final TMP.

2.3.2.1 Summary of highway mitigation measures

47. The majority of the proposed highway mitigation measures will be temporary in nature (e.g. signage and parking bay markings) and will be fully removed following the completion of construction works associated with Norfolk Vanguard and Hornsea Project Three. Whilst these measures will represent a temporary change to High Street, impacts upon the character of the Conservation Area can be minimised through the use of simple, unobtrusive and good quality materials.
48. The pedestrian footway widening and road resurfacing would be permanent measures and would remain in place beyond the completion of construction works. Road resurfacing and a focus on pedestrian priority and safety (pavement widening and repaving) is considered a longer-term beneficial focus and effect of the proposed highway mitigation measures and links to the enhancement opportunities

identified within the CACA (2009), for example in respect to pedestrian priority and safety.

49. The measures (both temporary and permanent) will be undertaken within the principles of simple, unobtrusive and good quality (sympathetic) material. Further discussion and agreement with NCC and Broadland District Council during detailed design will be required for new surface materials and street furniture (both temporary and permanent), weighing practical and safety needs with conservation requirements and good practice within a Conservation Area. This will be captured within the final TMP, secured through DCO Requirement 21.

2.4 Construction Traffic

50. The construction of both Norfolk Vanguard and Hornsea Project Three will lead to temporary increases in HGV traffic through Cawston. The proposed scheme of mitigation discussed in Section 2.3 has been developed to address cumulative construction traffic impacts; however, the additional traffic itself has the potential change the character of the area.

51. Norfolk Vanguard construction traffic and cumulative traffic with Hornsea Project Three is outlined below:

Norfolk Vanguard alone

- 1 week @ 112 peak daily HGV movements
- 22 weeks @ 95 average daily HGV movements
- 13 weeks @ 44 average daily HGV movements
- 23 weeks @ 8 average daily HGV movements

Hornsea Project Three alone

- 2 year flat profile @ 127 daily HGV movements

Cumulative traffic (Norfolk Vanguard + Hornsea Project Three)

- 1 week @ 239 peak daily HGV movements
- 22 weeks @ 222 average daily HGV movements
- 13 weeks @ 171 average daily HGV movements
- 23 weeks @ 135 average daily HGV movements

52. The traffic numbers represent a temporary increase in HGV traffic movements through the village and associated Conservation Area.

53. This level of increased traffic will result in an adverse impact to the character and appearance of the Conservation Area, and particularly the ability to experience and appreciate the Conservation Area along the B1145 and the significance of its associated heritage assets. However, this harm will be temporary and reversible and the introduction of the footway widening will offer longer-term improvements for people to experience the Conservation Area.
54. In addition, Norfolk Vanguard has sought to reduce the peak traffic for Norfolk Vanguard alone through Cawston from an originally assessed 240 peak daily HGV movements down to 112 peak daily HGV movements.
55. Norfolk Vanguard alone will represent an increase in traffic for approximately one year. As a worst case, the duration of the traffic increase will be 2 to 3 years with the inclusion of Hornsea Project Three. Whilst, it is acknowledged that residents and visitors to Cawston may consider 2 to 3 years to be a substantial period of time, it is nonetheless a temporary and reversible impact.

3 CONCLUSIONS

56. A proposed scheme of highway mitigation measures will be introduced along the B1145 through Cawston, passing through part of the Cawston Conservation Area, to mitigate for traffic increases associated with the construction of Norfolk Vanguard and Hornsea Project Three offshore wind farms. .
57. The majority of the proposed highway mitigation measures will be temporary in nature (e.g. signage and road markings) and will be fully removed following the completion of construction works associated with Norfolk Vanguard and Hornsea Project Three.
58. The pedestrian footway widening and road resurfacing would be permanent measures and would remain in place beyond the completion of construction works. These measures offer longer-term benefits and link to the enhancement opportunities identified within the CACA (2009), i.e. improving pedestrian priority and safety.
59. Depending upon the phasing of the construction works associated with the two projects, the temporary highway mitigation measures are expected to be required for 2-3 years, prior to their removal. These measures represent a temporary change to the appearance of the Conservation Area; however, any impacts upon the character of the Conservation Area will be minimised by adopting the principles of simple, unobtrusive and good quality (sympathetic) material during detailed design.
60. Further discussion and agreement with NCC and Broadland District Council during detailed design will be required for new surface materials and street furniture (both temporary and permanent), weighing practical and safety needs with conservation requirements and good practice within a Conservation Area. The detailed design will be captured within the final TMP and secured through DCO Requirement 21.
61. The increase in traffic is considered to represent temporary harm to the character and appearance of the Conservation Area during this period and represents a temporary adverse impact on the ability of people to experience and appreciate the area and the significance of its associated heritage assets. However, this harm will be temporary and reversible and the road resurfacing and pathway widening is considered to offer a longer-term legacy benefit to improve the ability for people to experience the Conservation Area along the B1145.

FIGURES



GENERAL NOTES:

1. THE DRAWING IS BASED ON DIGITAL OS MAPPING.
2. SERVICES ARE TO BE PROTECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES.
3. TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.
4. ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESSES TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH PROPERTY OWNERS.
5. ROAD MARKINGS AND ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE SI DOCUMENT "TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016".
6. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.

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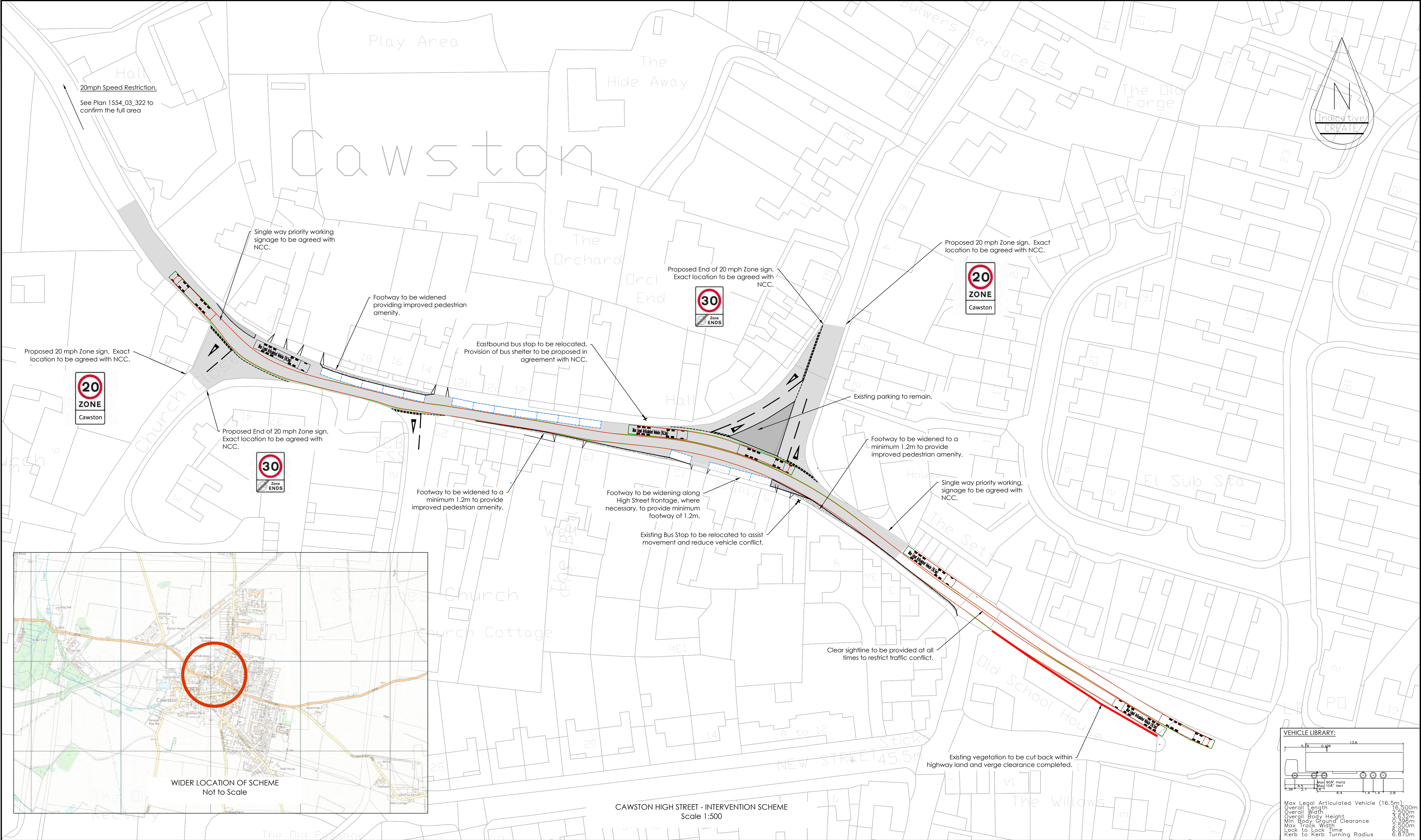
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| REV | DATE | AMENDMENT DETAILS | DRAWN | APPROVED |
|-----|----------|---|-------|----------|
| C | 13.03.19 | SCHEME DESIGN REVISED FOLLOWING SITE WALKOVER WITH CAWSTON PC WORKING GROUP | AF | PZ |
| B | 07.09.19 | AMENDMENTS FOLLOWING MEETING WITH NCC ON 06.03.19 | EC | PZ |
| A | 05.02.19 | VAS RELOCATED AND DWG REFERENCE ADDED | AF | PZ |

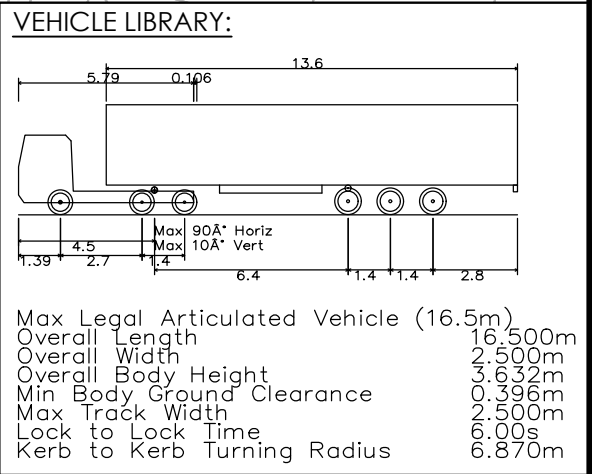
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| PROJECT HORNSEA 3 OFF-SHORE WIND FARM | DATE 29.01.19 | DRAWING STATUS INFORMATION | |
| | SCALE(S) 1:1,000 | DESIGNED EC | DRAWN EC |
| | JOB No 1554 | CHECKED PZ | APPROVED PZ |
| | DRAWING No 03/322 | REVISION C | |
| DRAWING TITLE APPROACH DRIVER AWARENESS WORKS ON B1145 CAWSTON | | CLIENT ORSTED | |



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CAWSTON HIGH STREET - INTERVENTION SCHEME
Scale 1:500



- GENERAL NOTES:
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 6. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.

- KEY:
- SURFACE TEXTURE CHANGE TO DEFINE ON STREET PARKING AREA
 - ROAD SURFACE MAINTENANCE WORKS TO BE COMPLETED TO HIGH STREET IN AGREEMENT WITH NCC

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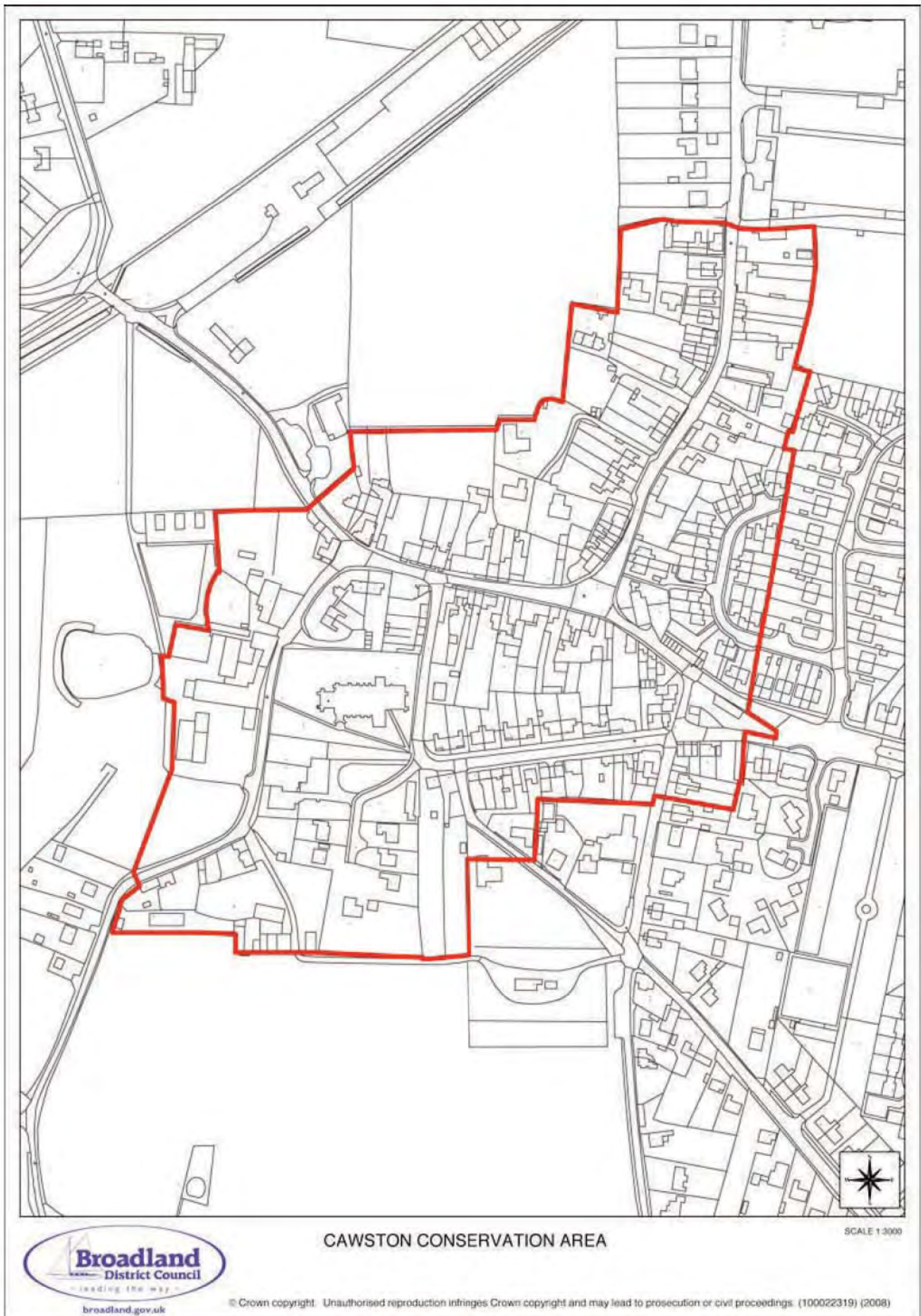
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| REV | DATE | AMENDMENT DETAILS | DRAWN | APPROVED |
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| C | 22.03.19 | SURFACE TEXTURE CHANGE FOLLOWING CONSULTATION WITH NCC 20.3.19 | AF | PZ |
| B | 13.03.19 | SCHEME AMENDED | AF | PZ |
| A | 11.03.19 | SWEPT PATH AMENDED | AF | PZ |

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| PROJECT HORNSEA 3 OFF-SHORE WIND FARM | DATE 07.03.19 | DRAWING STATUS INFORMATION | |
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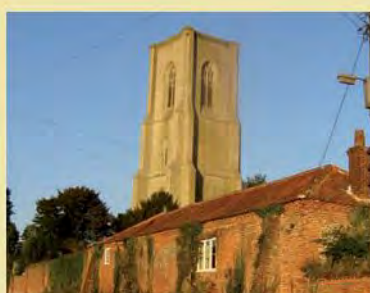
CAWSTON CONSERVATION AREA



APPENDIX 1

Cawston Conservation Area Character Appraisal

CAWSTON CONSERVATION AREA



CHARACTER APPRAISAL BROADLAND DISTRICT COUNCIL ADOPTED MARCH 2009



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CAWSTON CONSERVATION AREA

CHARACTER APPRAISAL

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CAWSTON CONSERVATION AREA

CHARACTER APPRAISAL

INTRODUCTION

A Conservation Area is defined as “an area of special architectural or historic interest, the character of which it is desirable to preserve or enhance”.

The conservation of the historic environment can enhance the quality of life of those who live or work in the area and, by attracting visitors, can benefit the local economy. Under the 1990 Planning (Listed Buildings and Conservation Areas) Act, Local Authorities are required to review existing Conservation Areas and, where appropriate, consider the designation of new ones.

Factors which contribute to the special quality of a Conservation Area may include:

- the architectural quality of the buildings themselves
- the materials of which they are made
- their relationship with one another and their setting in the landscape
- the character of the spaces between buildings, including walls, hedges, trees and ground surface materials
- views both within the area and from outside

The District Council is committed to the protection and enhancement of the historic environment of Broadland. The Cawston Conservation Area was designated in 1979. An illustrated Statement accompanied designation.

The present Statement identifies and reaffirms the special architectural and historic character of the area identified in the earlier Statement and makes recommendations for its enhancement.

The visual character of Cawston has evolved through the arrangement of buildings along the network of roads, lanes and open spaces. Since these buildings are the dominant element in producing this identity, the basic aims of conservation must be to avoid unnecessary defacement or destruction of these buildings of special worth; to attempt to extend their period of usefulness . . . , to preserve an authentic appearance . . . and to provide and maintain an appropriate setting for them.

This quotation from the Statement which accompanied Conservation Area designation provides a useful starting point for the present statement and a yardstick against which to measure how far the aims set out in 1979 have been achieved in the past quarter-century.

The 1979 statement identified a number of cottages which contributed to the character of the village, but which, if they were to survive, needed renovating and bringing up to an acceptable standard of accommodation. These have now all been renovated and modernised, with the significant exception of one group: Nos. 39 to 45 Chapel Street. These were demolished in the 1980s as part of a County Council scheme for the improvement of Chapel Street . . . to provide for adequate heavy lorry access and a footpath. In their contribution to the character of the street, the new houses which replaced this group are well above average: considerable care has been taken to follow ideas put forward in the 1979 Statement. But, as the Statement itself acknowledged: . . . inevitably the character of Chapel Street will be affected and with present day building standards it is not possible to fully recapture the character of the buildings replaced.

This is the only indication in the 1979 Statement of the conflict between heavy traffic and conservation in Cawston. Since then the volume of traffic has increased: heavy goods vehicles pound through the streets constantly, causing danger to pedestrians and to bone fide village traffic, producing noise and spattering newly painted buildings with dirt. Despite the removal of the bottle-neck in Chapel Street, the centre of Cawston can be hazardous for pedestrians: as a visit on any dark winter afternoon at school closing time will demonstrate all too clearly. Buildings are also potentially at risk from damage by traffic. Street widening and demolition is no longer accepted as the solution of traffic problems in built up residential and shopping areas, least of all in a Conservation Areas.

Many buildings have been repaired and modernised, both those identified in the 1979 Statement and others. But in some cases this has caused “unnecessary defacement” of the building. In particular the use of unsympathetic replacement windows has altered the character of buildings for

the worse. There are many examples, but - just taking those properties identified in 1979 as in need of renovation - they include No.3 Chapel Street, No 5 Chapel Street, No. 27 New Street, 22 Chapel Street, 24 and 24A Chapel Street, The Walnuts New Street.

The design of new developments in an historic setting demands skill and persistence. Good examples are 39 - 45 Chapel Street (already referred to above) and the houses at the junction of High Street, New Street and Cooks Hill. By contrast, new detached houses on the south side of New Street and a number of suburban-style developments on both sides of Chapel Street fail to take account of their setting.

One historic building, not identified as in need of renovation in 1979, is currently seriously at risk: this is No. 16 Chapel Street.

HISTORICAL DEVELOPMENT

The name of the village is derived from the combination of the Old Norse name Kalfr with the Old English word tun. So it means "Kalfr's enclosure [or settlement]". Kalfr was probably the name of the leading family in the settlement in the eighth or ninth century. In the Domesday Survey made by the Norman conquerors in 1086 the village is called both Caupstuna and Causton.

Edward I (1273 – 1307) granted a licence for a fair to be held in Cawston. He visited the village in 1294 and hunted in the area. The fair was held annually in January on St Agnes Day until the late nineteenth century.

By the late fourteenth or fifteenth century, and continuing until the late eighteenth or early nineteenth century, spinning and weaving wool provided a living for a large proportion of the inhabitants of Cawston. But with the Industrial Revolution the wool industry moved to the north-east of England. Many redundant spinners and weavers turned to farmwork, others to clay digging, for which they rarely earned more than 4 shillings and 6 pence a week. From 1725 a sheep fair was held annually in August. It became known as the greatest sheep fair in the country, where breeders from west Norfolk brought lambs to be sold to graziers from the east of the county.

In 1385 Michael de la Pole, Earl of Suffolk, became Lord of the Manor. He died in 1414. Though other benefactors were involved, it was mainly due to his munificence, and that of his widow, that the church of St Agnes was in great part rebuilt in the splendid form we see today.

A little north of the village at Southgate (or more correctly Sygate, derived from the Old English words for a rough - or plough - way) stands the former Plough Inn. This was the guildhall of the Medieval Plough Guild. From here a plough was drawn to St Agnes Church to be blessed shortly after Twelfth Night each year. Merrymaking followed, including the Dance of Sygate. In the church the seventeenth century Plough Gallery bears an inscription God sped the plow / And send us all corne enow / Our purpose for to mak / at crow of cok of ye plowlete of Sygate / Be mery and glade / Was Goodale yis work mad.

In 1685 Cawston suffered a great fire. Although there may be framed structures hidden behind later facades, the fire may account for the apparent absence of timber framed buildings in the village.

In 1698 the last duel was fought in Norfolk, when Oliver le Neve of Witchingham killed Sir Henry Hobart of Blickling Hall. The event is commemorated by a stone on the Norwich side of the former Woodrow Inn, (now a garage) on the B1149.



Tithe Map mid 19th Century

The trade directories (Kelly's and White's) give a flavour of the changing life of the village in the nineteenth and twentieth centuries. The development of regular carrier and postal services, the coming of the railway, the building of the school reflect a growing link with the world outside the village, while - at the same time - the large number (by today's standards) of local shops, builders and other craftsmen and women reflect the comparative self-sufficiency of a rural community. But throughout the twentieth century

the links with the outside world increased exponentially and the provision of local services declined. Today Cawston retains a church, a chapel, a school, a village hall, a pub and a few shops: this is more than many villages of similar size. But with the growth of modern transport, education and telecommunications and with the decline in the proportion of its population dependent on agriculture, a village can no longer provide the sole focus of people's lives. Yet Cawston is a good place in which to live and work and there remains a strong sense of community. For this to continue to grow and flourish it is vital that, alongside change and development, the environment inherited from the past is maintained and enhanced.

LOCATION AND SETTING

Cawston is about twelve miles from Norwich and is situated on slightly raised flat land between the Bure river system to the east and the Wensum river system to the west. The village developed around a major road junction, and today the B1145 running east-west from North Walsham to Kings Lynn remains an important cross-country route. The surrounding area, with its free-draining loam soil, is good for arable farming. This makes for an open landscape in which trees are relatively few in number, with good views in all directions. The church tower, one of the highest in the area is a notable local landmark.



To the north-west, west and south-west the village remains bounded by open countryside, from which there are good views of the church with the lower roofs of houses and farm buildings in the foreground. It is important to conserve this traditional firm boundary between village and countryside and not to blur it by further new development or infill.

To the north-east, east and south-east, on the other hand, the village has expanded well beyond its historic boundaries, with residential and industrial developments. These enable the village to thrive in the modern world, though it has to be said that they hardly complement its special architectural character. For this reason, only the western end of the Fairfields estate, which impinges directly on the historic core of the village, is included in the Conservation Area.

FORM AND CHARACTER



OS Map First Edition

The form of the village derives from its being the meeting place of several roads leading in from the surrounding countryside - as well as from further afield, making it an ideal location for a market and a fair. The heart of the village is the western arm of the High Street, with the Market Place at one end and the junction with Goosepie Lane at the other. At one end roads enter from the north (Chapel Street), the east (High Street / Aylsham Road) and the south (Cooks Hill / Norwich Road) and, at the other end, from the north (Reepham Road) and the south (Goosepie Lane / Booton Road).

The Market Place

The Market Place is a most satisfying space. It is enclosed on all sides by buildings of interest or

walls, but, whereas Chapel Street and the western arm of the High Street broaden out as they approach the junction, the eastern arm of the High Street becomes a narrow funnel between walls or buildings. It is important to conserve this contrast: any pressure to accommodate through traffic by road widening should be resisted. The junction with Goosepie Lane, by contrast, was opened up in the middle of the twentieth century: old buildings were demolished and replaced by flats, set back from the road, and by the open space west of the junction with Church Lane.



High Street (west)

The western arm of the High Street is urban in character as befits a one-time weaving town. It is characterised by continuous frontages on both sides, with houses dating from the seventeenth to the nineteenth century. They are mostly colour-washed and the majority retain windows consistent with their facades.



Two gaps weaken the character of the street: the parking area east of No. 10 on the north side and, on the south side, the planted open space west of Church Lane.

Chapel Street

At the Market Place Chapel Street retains its historic character. On the west side buildings hard onto the road include a terrace of tall eighteenth century weavers' cottages. On the east side, the seventeenth century White House acts as a visual stop to the view up the High Street and frames the view as one enters the Market Place from the east. Further north the survival of some older frontages and the double-curved alignment of the street give attractive views along Chapel Street, including a view of the chapel itself. But the street has been badly served by the twentieth century: many older buildings have been demolished and replaced by suburban style development on both sides.

High Street (east)

On the north side of the eastern arm of the High Street, the retention and conversion of a low outbuilding, hard onto the road east of the White House, has helped to preserve the funnel-like character of the street. This demonstrates the importance in historic townscapes of conserving even apparently unimportant older buildings. On the south side modern residential development on the corner with Cooks Hill has been successfully woven into the traditional fabric of the village. East of Cooks Hill the retention and conversion of the former school has enabled the "entrance" to the historic village to remain clearly marked, in contrast to the less distinguished modern developments which now surround it.



The Church

The church of St. Agnes dominates the Cawston skyline in any views from outside the village. But, within the village, it is only as one turns south into Church Lane, Goosepie Lane or New Street that it manifests its powerful presence.



New Street

New Street, as its name implies, is a relatively recent extension of the village. In contrast to the High Street, the tightly knit product of centuries of evolution, New Street was consciously planned, as a broad, tree-lined, avenue with wide footpaths on either side. Buildings are dwarfed by the wide open space between them. On the south side a long terrace of the late eighteenth or early nineteenth century has been successfully conserved and modernised. Though small in scale, by its length it serves as a "wall" to the space of the street. Towards the Norwich Road end several pleasing houses of the same period survive and pick up the "wall" again. By contrast, a group of modern detached houses in between these two groups, break up the "wall" and contribute nothing to the townscape. On the north side of the street the new development at Cooks Hill (already referred to) holds the corner and The Walnuts complements the older buildings opposite. The rest of the north side comprises modern semi-detached single-storey houses for the elderly. Though undistinguished in themselves, these houses benefit from the magnificent backdrop of the church and from the trees in front, while their location near the centre of the village must surely be ideal.

Church Lane

Church Lane is a quiet narrow back street, dominated by the east end of the church and the churchyard. North of the church a terrace of cottages provides a pleasing contrast of scale and

ideal accommodation in the centre of the village. The electricity sub-station makes a weak corner with the High Street. The east side of the lane is less interesting: a long flat flat-roofed extension to No. 29 High Street and larch-lap fencing detract from the character of the area; further south a "cottage style" modern house nestles behind a high hedge.



Goosepie Lane

On Goosepie Lane (Booton Road) Church Farm and Goosepie Farm link the centre of the village, both functionally and visually, with the open countryside to the west and south. Goosepie Lane is dominated by the church to the east and by Church Farm to the west. Walls and trees and views inwards to the church and outwards across open countryside are all important here. By Church Close is the village sign. Against the churchyard wall is the Lucky Strike memorial. The memorial was unveiled in 1996 and commemorates the crash landing of the American Bomber 'lucky strike' in 1944 when two of the aircrew were killed. The open paddock south of Church Farm allows a good view of the church.

Reephram Road

Reephram Road is the western continuation of the B1145. Buildings of interest hold both sides of the junction with the High Street. On the south side

the former forge, despite some inevitable loss of character, has been retained by conversion to a cottage. On the north side No. 20 High Street, hard onto the road, has unusual carved corbels at the corners, while further back Nos. 22 to 26 High Street (in process of renovation in 1979) has a Dutch gable at one end.



Norwich Road

Only a short stretch of Norwich Road is included in the Conservation Area. While the pairs of Victorian cottages on the east side could merit inclusion in the Conservation Area, Marsham's garage opposite effectively rules this out.

TRADITIONAL MATERIALS AND ARCHITECTURAL DETAILS

The character of Cawston owes much to the traditional use of a limited palette of building materials. Some of these are indigenous to the area (e.g. red brick, timber framing, red and black pantiles, sand-lime render and flint); some have come from further afield (e.g. stone and slate).

As one would expect, the materials brought from elsewhere tend to be confined to the more prestigious buildings. St Agnes Church, unlike most Norfolk village churches (but like nearby Salle), was lavishly faced in stone. Black pantiles are to be found on a number of buildings, but, though indigenous, they would have been more costly. No. 6 Chapel Street has the only exposed timber frame, though others are probably concealed behind brick or rendered facades.

Cawston boasts a more than usual proportion of curved Dutch gables.

THINGS WHICH DETRACT FROM THE CHARACTER OF THE AREA

A lot has been done since 1979 to address problems identified at that time. Only two buildings are now unused and falling into decay. In some cases buildings have been demolished, notably on the west side of Chapel Street. But many more have been renovated or converted. Other problems remain or have developed since the Conservation Area was originally designated.

- **Traffic**

The heavy traffic passing through the village has a serious impact on the character of the Conservation Area.

- **Buildings at risk.**

No. 16 Chapel Street Any proposals for the development should only be considered if they take careful account of the setting of the existing building and the character of the street.

Single-storey building to the rear of No. 8 High Street (now separated from the frontage building by recent demolitions). Pressure for further demolition on this site should be resisted.

- **Wall in need of repair**

The front end of the wall to the west of the vehicular entrance to the Bell needs to be rebuilt, with the saddle-back coping restored and, to finish it off in a satisfactory manner, a square brick pier at the end.

- **Unsympathetic new developments**

Buildings – or high walls - abutting the pavement are characteristic of Cawston. "Suburban style" developments, comprising detached or terraced houses with low garden walls or open, hedged or fenced frontages, have in several streets detracted from the traditional character of the village.

- **Unsympathetic alterations**

Windows are one of the most significant elements in any building: their replacement by new ones

different from the old can so easily damage its essential character. Changes include, most commonly, a different pattern of window frame or glazing bars; setting the window further forward in the opening; the use of top-hung casements in place of sliding sashes ("mock-sashes"); the use of UPVC in place of wood causing major changes in widths and profiles of frames and bars. Examples of such changes can be seen in buildings throughout the village.

Wedge dormer windows, too big in scale, detract from the character of two cottages: in Chapel Street and Norwich Road.

The use of standard UPVC doors and of some standard wood doors (in particular one in which a fanlight – which should be above a door - is inserted in the door itself) and the use of inaccurate reproduction "Georgian" doorways detract from the character of several houses in the village.

- **Frontage treatment**

Simple high brick walls will generally harmonise well with the village street scene. The use of woven "larch lap" boarding (e.g. in Goosepie Lane and Church Lane), of vertical boarding with concrete posts (e.g. in the east part of New Street) detracts from the scene, while the use of elaborate fencing, brickwork and gates (e.g. in Chapel Street) tends to look out of place.

- **Flat roofs**

Single storey extensions on the street front with flat roofs seldom harmonise with the traditional street (e.g. in Church Lane).

OPPORTUNITIES FOR ENHANCEMENT

- Better control of traffic through the village would at once improve the environment and give the opportunity to consider other physical improvements.
- The repaving of the Market Place and part of the High Street would then become possible. The emphasis should be on pedestrian priority and safety, while ensuring the prosperity of shops, the public house and other businesses in the village and allowing for residential access. Surfacing materials and street furniture should be simple and unobtrusive, but of good quality.
- The wide gap in the north side of the High Street (opposite the Bell) could be closed by a new building, possibly with an archway to parking behind.
- The expanded metal fence around the electricity sub-station on the corner of the High Street and Church Lane could be replaced by a high brick wall.
- Some thought needs to be given to the use and nature of the "amenity area" immediately west of the sub-station. At present it has a post box, a litter bin, a tree and some shrubs, but its use is unclear.
- The undergrounding of prominent overhead cables would enhance the area. Prime examples are those which are fed via the pole on the north side of the High Street close to its junction with the Market Place.
- Ames Court would be enhanced by more tree planting on the green in front of the Scout Hut and by some consideration being given to improving the appearance of the Hut itself.

APPENDIX A

THE EFFECT OF DESIGNATION

DESIGNATION

Section 69, Planning (Listed Buildings and Conservation Areas) Act 1990 requires local authorities to identify Conservation Areas and to designate them after consultation with the Parish Councils concerned, statutory undertakers and with other interested bodies.

PUBLIC PARTICIPATION

Any application for permission to carry out development which affects the character or appearance of the Conservation Area must be publicly advertised on site and in the local press not less than 21 days before it is determined by the Local Planning Authority. This may in some cases apply to developments on the fringe or margins of the Conservation Area where it is considered the proposed development may affect the character or appearance of the Conservation Area.

DEVELOPMENT CONTROL

New Development

The local planning authority, as a general rule, will require that all planning applications for building works are accompanied by detailed plans and drawings. These drawings should illustrate proposed elevations in relation to existing and adjoining buildings or their immediate surroundings.

The local planning authority must pay particular regard to the character of the Conservation Area and the possible effect any proposed development may have. Factors taken into consideration will be layout of buildings, scale, shape and form. A high standard of design and materials will also be expected. Peripheral elements such as design of walls, fences, planting and the visual effects of providing for vehicular traffic, e.g. access, parking areas, vision splays will similarly be considered.

It is desirable, therefore, that details of proposals should be discussed with

Development Management Officers or Conservation Officers at an early stage, preferably before submission of formal planning applications.

Alterations and Extensions/ Permitted Development

The form of control relating to alterations and extensions differs between Listed and unlisted buildings within Conservation Areas. The Town & Country (General Permitted Development) Order permits, within certain limits, alterations or extensions to any building* without the need to obtain specific planning consent. However, any proposal to alter or extend a Listed Building, within the limits of permitted development, requires Listed Building Consent if, in the opinion of the local planning authority, this would affect its character. Beyond the limits laid down in the General Permitted Development Order both planning permission and Listed Building Consent will be required.

Owners of unlisted buildings can extend or alter their properties within the limits of permitted development without the need to obtain consent. In some situations such alterations or extensions can have a detrimental effect upon the visual amenity of the street scene and character of the Conservation Area.

The local authority would therefore encourage owners who wish to alter or extend their houses, to do so in a sympathetic manner. The authorities' Conservation Officers will be pleased to give advice on matters of design and use of materials.

If the local authority is satisfied that in the interests of conservation it is necessary and expedient to bring under control any particular class or classes of 'permitted development', application may be made to the Department for Communities and Local Government for a Direction under Article 4 of the Town and Country (General Permitted Development) Order 1995, for that purpose.

*building means in this case, a dwellinghouse Town and Country (General Permitted Development) Order 1995.

Satellite dishes

The siting of a satellite dish on the chimney stack

or on the roof slope or any elevation fronting the road, on a dwelling house within a conservation area, requires consent from the council.

Demolition

With minor exceptions, no building within a Conservation Area may be demolished without the consent of the local planning authority. Additionally, demolition of a 'Listed Building' requires Listed Building Consent and the approval of the Secretary of State.

Where a building which is of particular importance in maintaining the character of a Conservation Area has been allowed to decay, the Secretary of State may direct a local authority to ensure that repairs necessary to make the building weatherproof are carried out.

Tree Preservation

It is an offence to fell, lop, top, cause wilful damage, destroy or remove a tree in a Conservation Area without first giving the local planning authority at least 6 weeks notice in writing. In that period, the authority may either seek to preserve the tree by serving a Tree Preservation Order in which case express consent then be obtained for any remedial work. If no such Order is served then work can proceed.

For trees which are already the subject of Tree Preservation Orders express consent of the local planning authority must be obtained before any remedial work is undertaken.

DESIGN GUIDANCE / HEDGEROW LEGISLATION

Window Replacements

Window replacements are often the most serious threat to the appearance of our conservation areas and may even affect the value of properties.

The replacement of timber windows with PVCu is likely to result in several problems

- The material cannot reproduce profiles and detailing of traditional joinery
- The variety can destroy the visual harmony of the streetscene
- The material is not as easy and economic to repair as timber
- It does not have the biodegradable qualities of timber when redundant, creating an

environmental land fill hazard.

NB: All complete window replacements are now required to achieve minimum insulation values – please consult the Building Control Section at Broadland District Council.

In the interests of conservation, local authorities are also empowered to relax the requirements under Building Control Regulations when considering proposals for the restoration or conversion of historic buildings.

Other repairs that can have a detrimental impact include:

- Alterations to roofing materials
- Inappropriate repointing techniques
- Inappropriate repointing materials
- Painting, rendering or cladding brickwork
- Removal of decorative architectural features such as stone or window surrounds
- Installing modern plastic rainwater gutters and downpipes

Careful repairs are as important as major alterations and extensions.

Important Hedgerows

Under the Hedgerow Regulations 1997 (S1 No. 1160):

- It is against the law to remove most countryside hedgerows without permission.
- To get permission to remove a hedgerow you must notify your local planning authority.
- If the authority decide to prohibit removal of an important hedgerow, it must let you know within 6 weeks.
- If you remove a hedgerow without permission (whether it is important or not) you may face an unlimited fine, you may also have to replace the hedgerow.
- For further information regarding the hedgerow legislation see D.O.E. leaflet 'The Hedgerow Regulations – Your Questions Answered'.

GRANTS

Grant assistance may be available for both listed and unlisted buildings or structures which are of amenity value to the conservation area, both for repair and enhancement. Grants may also be available for tree work / planting. Contact the Conservation Section at Broadland District Council

APPENDIX B : LISTED BUILDINGS IN THE CONSERVATION AREA

| Ref. No. | Grade | Street | Building | Comments |
|----------|-------|--------------------------|--------------------------------|--|
| 11/34 | II | Booton Road (Goosepie L) | Church Farm House | |
| 11/33 | I | Church Lane | Church of St Agnes | Mainly C15, much stone faced |
| 11/35 | II | Church Lane (Ames Court) | The Old Rectory | Spoilt by modern porch |
| 11/36 | II | Church Lane | Wall N & W of Old Rectory | |
| 11/37 | II | High Street (N) | Nos 8 & 10 | |
| 11/38 | II | -do- | No 12 | Good railings |
| 11/39 | II | -do- | Nos 14, 16 and 18 | Rendered, pilasters, sundial |
| 11/40 | II | -do- | Nos 22, 24 and 26 | Dutch gable |
| 11/41 | II* | High Street (S) | No 15 (Bank Cottage/Oak House) | Dutch gables, brick details |
| 11/42 | II | -do- | The Bell (17/19 High Street) | Dutch gable |
| 11/43 | II | Chapel Street (E) | The White House | Flint gable |
| 11/44 | II | -do- | No 6 | Exposed timber frame |
| 11/45 | II | Chapel Street (W) | Nos 5, 7, 9 and 11 | Blocked weavers' windows. good railings (No 5 has plastic windows) |
| 11/46 | II | -do- | Nos 13 and 15 | Three storey, good railings |

APPENDIX C : UNLISTED BUILDINGS OF INTEREST



The following buildings and boundary walls within the Conservation Area, are not included in the statutory List of Buildings of Special Architectural or Historic Interest compiled by the Secretary of State. Nevertheless they are considered by the District Council to be of sufficient interest, as townscape and/or in their own right, to warrant every effort being made to maintain their special character.

Some may merit being added to the List

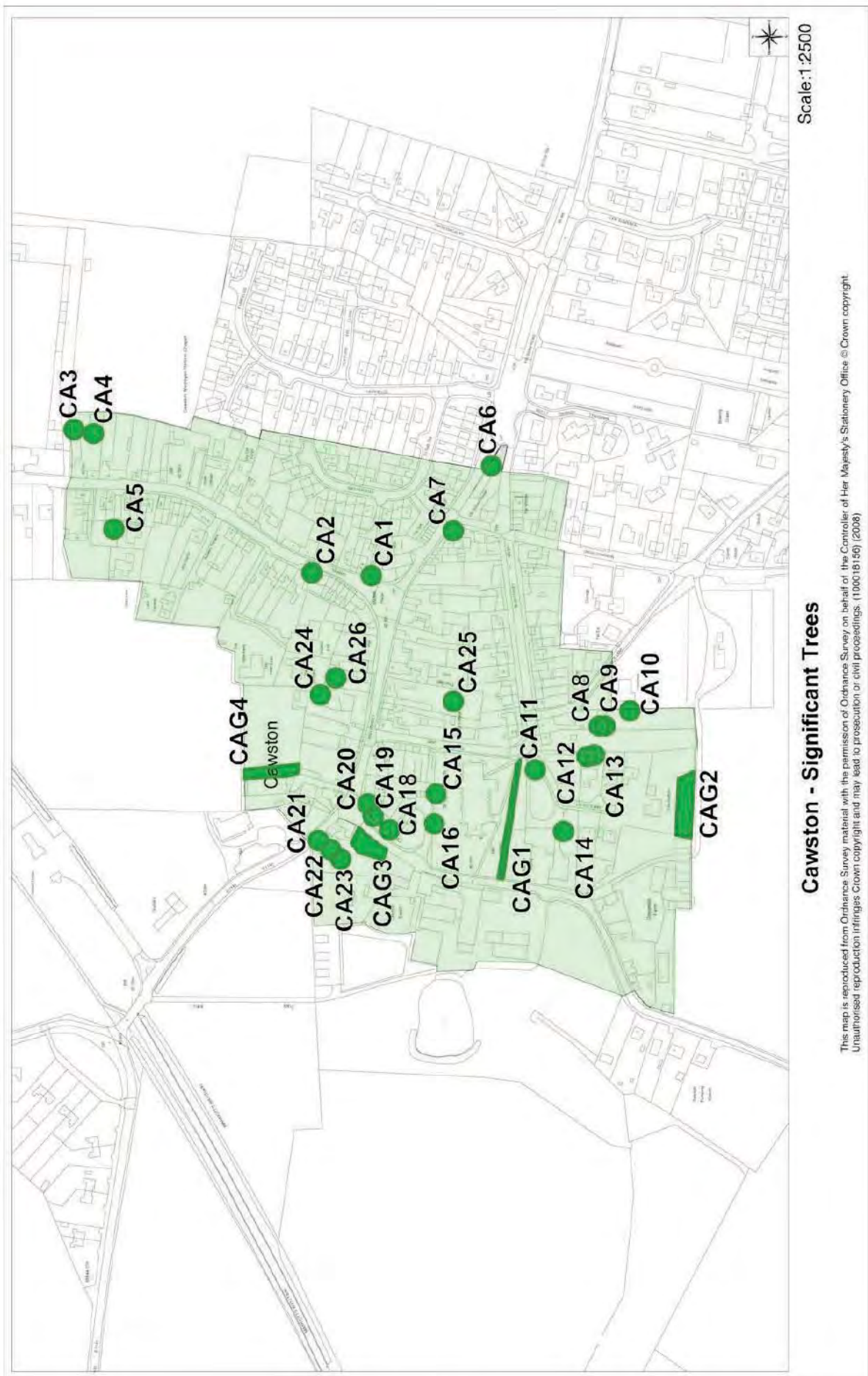
| Street | Building etc. | Comments |
|------------------|--|--|
| High St. (north) | Converted outbuilding E of The White House | |
| | Long outbuilding W of No.1 Chapel St. | |
| | Wall running N from outbuilding to rear of No. 8 | |
| | Building to rear of curtilage of No. 12 | |
| | Roofed carriage entrance between Nos. 10 & 12 | |
| | Wall W of No. 18 | |
| | 2 outbuildings W and NW of No. 18 | |
| High St. (south) | No. 20 | |
| | Wall E of Old School House | |
| | Retaining wall NE & NW of Old School House | |
| | Retaining wall running W from Cooks Hill | Part is boundary of new houses |
| | 1-storey building E of No. 9 | |
| | Nos. 9, 11 and 13 | Shop front & windows No 11 detract |
| | Outbuilding to rear of No. 21 | |
| | Nos. 21, 23, 25, 27 and 29 | Masonry paint on eaves cornice of No.29 and flat roof of No.31 to rear detract |

| | | |
|-------------------|---|---|
| Chapel St. (west) | No. 1 | Former pub. Undergoing repair,/ alteration |
| | No. 3 & 3A | |
| | Nos. 25, 27, 29 and 31 | Victorian terrace. |
| | Wall north of No 33 | |
| | House to rear of No. 39 | |
| Chapel St. (east) | Magnolia Cottage | |
| | The Old Workhouse and Workhouse Yard | Converted to houses |
| | Wall in front of The White House | |
| | Front wall S of No. 4 | |
| | No. 4 | Faces S |
| | No. 10 | Faces S |
| | No. 12 | Cottage attached to SE of No. 10 |
| | Front wall S of No. 10 | |
| | No. 14 (Rose Cottage) | 17c lobby-entrance house with axial stack. Front fence and gates inappropriate |
| | Wesleyan Chapel (1829) | Good facade |
| | No. 16 | AT RISK (house, ancillary buildings and potentially attractive sizeable garden) |
| New St. (north) | Nos. 18 and 20 | |
| | Nos. 24, and 24A | Rendered "keyed" window and doorway, plastic windows detract |
| | No. 26 | Stone "keyed" window and doorway |
| | Old School House | Wood and concrete front fence detract |
| | Old School and wall to S | Good W elevation to Cooks Hill |
| New St. (south) | The Walnuts and annexe to west | Aluminium windows detract |
| | Heather Cottage | |
| | Nos. 3, 5 and 7 | Victorian terrace |
| | No. 9 (The Old White House) | Fine doorway, but inappropriate door |
| | Nos. 11, 13 and 15 | Terrace. Non-matching windows detract |
| | No 17 | Inaccurate reproduction period doorcase |
| | Nos. 21 to 27 | Terrace. Well modernised, but windows of No. 27 detract |
| | No. 29 (The Old Lamb) and E & W walls to rear | Good Georgian facade, with pilasters |
| | No. 31 | Windows detract |
| | | |

| | | |
|---------------|---|--|
| Goosepie Lane | The Old Forge | |
| | North, east and west walls of Churchyard | |
| | Church Farm barn | |
| | Church Farm other farm buildings | |
| | Walls to Church Farm house and buildings | |
| | Former stables etc to Old Rectory | |
| | Wall south of former stables etc to Old Rectory | |
| | Goosepie Farm house | |
| | Building S of Goosepie Farm house | |
| | House W of Goosepie Farm house | |
| Church Lane | Cottages approaching bend in road | |
| | Nos. 2 to 10 | Rendered window & door surrounds to Nos. 6, 8 & 10. No. 6 windows detract |
| Norwich Rd. | E side: pair of semi-detached houses | Windows detract |
| | W side: small cottage | Large dormers detract |

APPENDIX D : SIGNIFICANT TREES NOT THE SUBJECT OF TREE PRESERVATION ORDERS

| Tree Number | Species |
|-------------|--|
| CA1 | Small-leaved Lime |
| CA2 | European Beech |
| CA3 | Sycamore |
| CA4 | European Beech |
| CA5 | Sycamore |
| CA6 | Common Walnut |
| CA7 | English Oak |
| CA8 | Common Ash |
| CA9 | Common Ash |
| CA10 | English Oak |
| CA11 | Horse Chestnut |
| CA12 | Corsican Pine |
| CA13 | Corsican Pine |
| CA14 | Horse Chestnut |
| CA15 | Common Ash |
| CA16 | Scots Pine |
| CA18 | Swedish Whitebeam |
| CA19 | Rowan |
| CA20 | Silver Birch |
| CA21 | Copper Beech |
| CA22 | Horse Chestnut |
| CA23 | Horse Chestnut |
| CA24 | Common Ash |
| CA25 | Scots Pine |
| CA26 | European Beech |
| CAG1 | English Yew |
| CAG2 | Common Ash |
| CAG3 | Lawson Cypress, Western Red Cedar, Beech, Horse Chestnut, False Acacia |
| CAG4 | Poplar, Horse Chestnut |



APPENDIX E : CONSERVATION AREA

