

Norfolk County Council Response to:

Hornsea Project Three – Section 42 Consultation – Updated Cable Route

December 2017

1. Introduction

- 1.1. The County Council welcomes the opportunity to comment on the above updated cable route. The officer-level comments below are made on a without prejudice basis and the County Council reserves the right to make further comments on the above proposal.

2. Background

- 2.1. The County Council's detailed comments set out in response to the original S.42 consultation still remain valid (see email response dated 19 September 2017). It is understood that Orsted is in on-going discussions with the County Council's Green Infrastructure Team on the Cable Route proposals.

3. Minerals and Waste

- 3.1. Having geo-referenced the updated maps. The County Council can confirm that all new areas identified with the exception of the disused airfield at Oulton Street are contained within the shapefiles of Mineral and Waste designations already supplied to the Hornsea 3 wind power project team. The disused airfield is underlain by a Mineral Safeguarding Area for sand and gravel. If permanent development is intended in this area, an assessment will be required.
- 3.2. Should you have any queries with the above comments please contact Richard Drake (Senior Planner) on 01603 222349 richard.drake@norfolk.gov.uk

4. Historic Environment

- 4.1. The Historic Environmental Planning team have the following additional comments on the route amendments:

Online Map 2: Bodham (TF 113 395 area) The amended route passes within 50m of an enclosure cropmark of possible Iron Age to Roman date. Consequently there is a high potential for associated buried archaeological remains. The route to the north of this enclosure was included within the previous additional geophysical survey area, and this should be extended to include the newly amended route corridor.

Online Map 2: Bodham (TF 115 391 area) Previously unrecorded cropmarks, including boundary/enclosure ditches and a possible ring ditch, are visible in this field on 1999 Google Earth imagery. The presence of these features needs to be acknowledged, although pre-determination survey is not necessarily required.

Online Map 3: No additional comments

Online Map 4: Oulton Street (TG 146 266) The extended access route area includes the only surviving aircraft dispersal area associated with former RAF Oulton Airfield. The surviving Second World War concrete hard-standings should be retained and their form not altered. The same is true of the section of former runway intended for storage.

Online Map 5: No additional comments

Online Map 6: No additional comments

Online Map 7: Great Melton / Little Melton (TG 147 070 area) The revised route runs along the line of a parish boundary that is also recorded as a cropmark feature. The presence of a parish boundary may increase the potential for an early Anglo-Saxon cemetery to be present and this needs to be considered in the future mitigation works.

Online Map 8: Hethersett (TG 167 058 area) The amended route passes through an area of Roman finds and consequently there is potential for buried archaeological remains to be present. This will need to be considered in future mitigation works.

Online Map 8: Hethersett (TG 170 050 area) The amended route and proposed storage area will affect the former parkland associated with Thickthorn Hall. Although not a Registered Park and Garden, consideration of the impact on the parkland will be required at the pre-application stage.

Online Map 9: No additional comments.

- 4.2. Should you have any queries with any of the above please call James Albone on 01362 869279 or email james.albone@norfolk.gov.uk