


**From:**   
**To:** [Norfolk Boreas](#)  
**Subject:** Norfolk Boreas Prelim Meeting Tues 12th  
**Date:** 03 November 2019 15:36:31

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Dear Planning Inspectorate Team,

I hereby give notice that I, Polly Brockis, your ref: 20022632 intend to attend the meeting detailed above, your ref: ENO 10087

I would like to reserve the opportunity to speak in regard to item 3, Annex B. Specifically in regards to Cumulative Effect bullet points 3i and 3ii, and also 13i and 13iii, Effects from traffic and Effects on non-motorised users. My queries may be answered in the introduction, or raised by others before me and I if so I will not take up more of your time. I have raised my initial concerns in written submission however with the Hornsea 3 decision now delayed and scoping reports being drafted for further routes through Norfolk I need more information.

Currently my questions are

3.i & 3ii Cumulative Effect

With yet so many unanswered questions from the Hornsea 3 and Vanguard applications can cumulative effects be accurately projected? How?

If consent for Vanguard / Hornsea 3 comes through during the time line for this assessment, is this to be delayed to allow time for concentration on the numerous post-consent issues, as those may have an impact on this proposal?

Will this assessment acknowledge the Dudgeon and Sheringham Shoal extensions recently announced?

Delays on any of these projects has ramifications on the next, is this being calculated in terms of cumulative effect?

In terms of cumulative effect are all windfarm applications to be assessed independently? Will there be an over arching review and can or will information we have offered to each independent assessment be shared?

13i Effects from traffic

During the Vanguard assessment Broadland District Council named my home as a property of concern, stating in their Deadline 8 submission:

“...the District Council’s principal concern with the proposed mitigation scheme is that the proposed widening of that part of the footway outside 6 High Street, Cawston has 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. This situation needs to be further assessed and addressed.”

since that was written we have had no information of how this risk could be addressed. Does this application accept the DC’s registered level of risk and will this assessment process decide how to minimise this risk and communicate this information directly to me?

Thank you for your time and attention.

Polly Brockis

Sent from my iPad