

# Norfolk Boreas Offshore Wind Farm Applicant's Responses to the Examining Authority's Written Questions Appendices

## Section 1

Appendices 1.1 and 1.2

Applicant: Norfolk Boreas Limited  
Document Reference: ExA.WQ-1.D2.V1  
Deadline 2

Date: December 2019  
Revision: Version 1  
Author: Royal HaskoningDHV

*Photo: Ormonde Offshore Wind Farm*

# Norfolk Boreas Offshore Wind Farm

# Appendix 1.1

## Norfolk Vanguard Joint Position Statement with Broadland District Council – Cawston Conservation Area at Deadline 8

Written Question 1.2.1

Applicant: Norfolk Boreas Limited  
Document Reference: ExA.WQ-1.D2.V1  
Deadline 2

Date: December 2019  
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Author: Royal HaskoningDHV

*Photo: Ormonde Offshore Wind Farm*

**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

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### 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**

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# 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  
Author: Royal HaskoningDHV

*Photo: Kentish Flats Offshore Wind Farm*

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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

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### 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

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### 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.

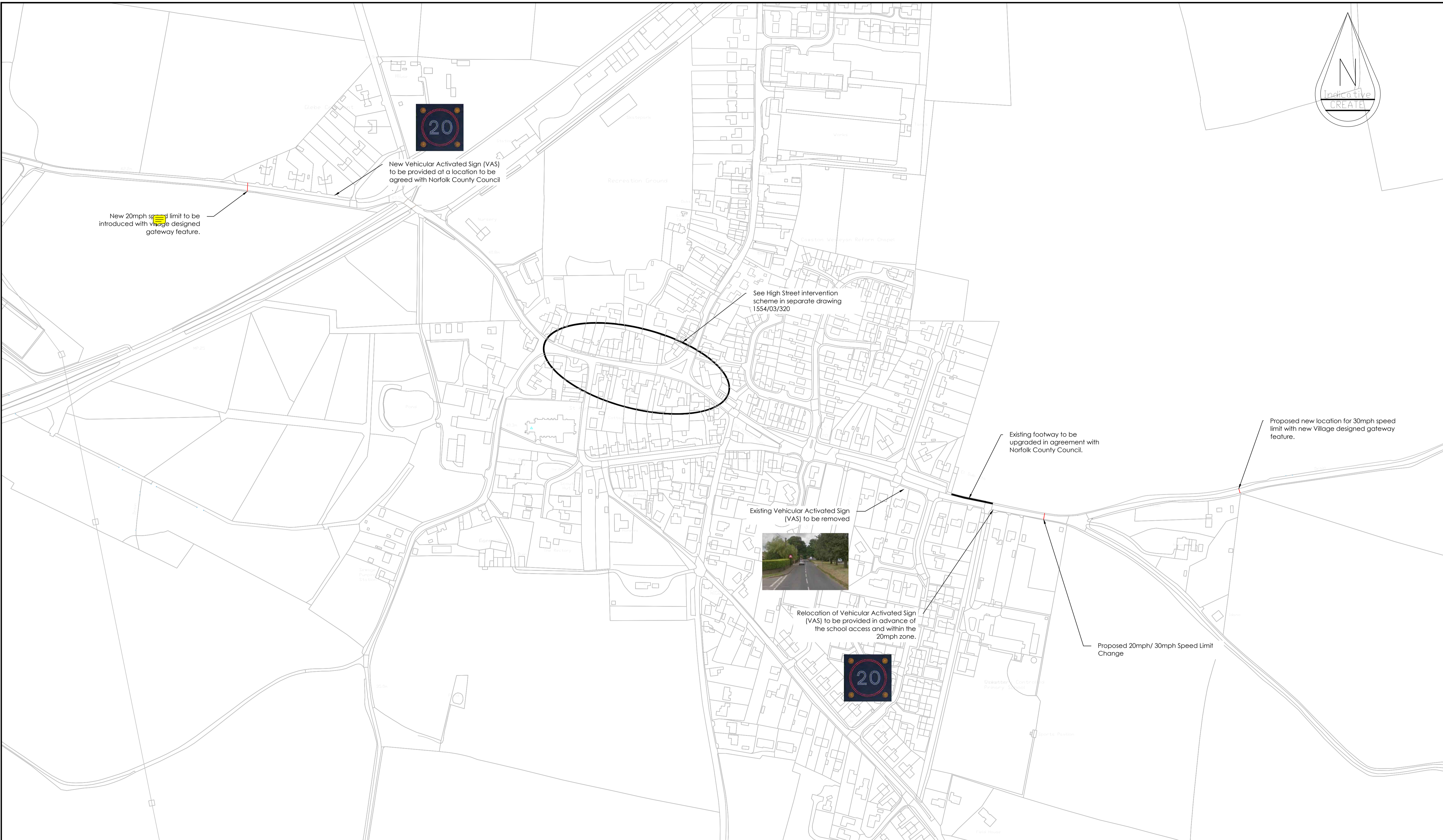
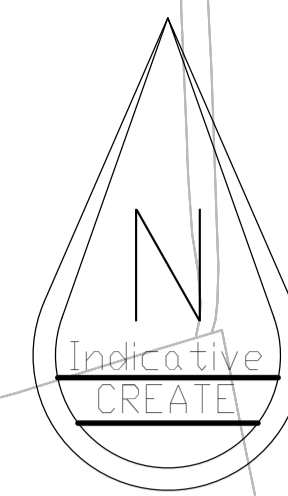
### 3 CONCLUSIONS

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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

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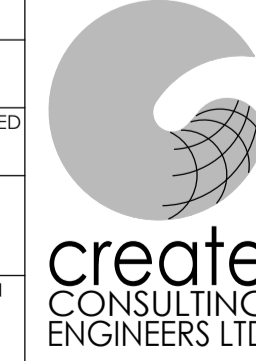
**GENERAL NOTES:**

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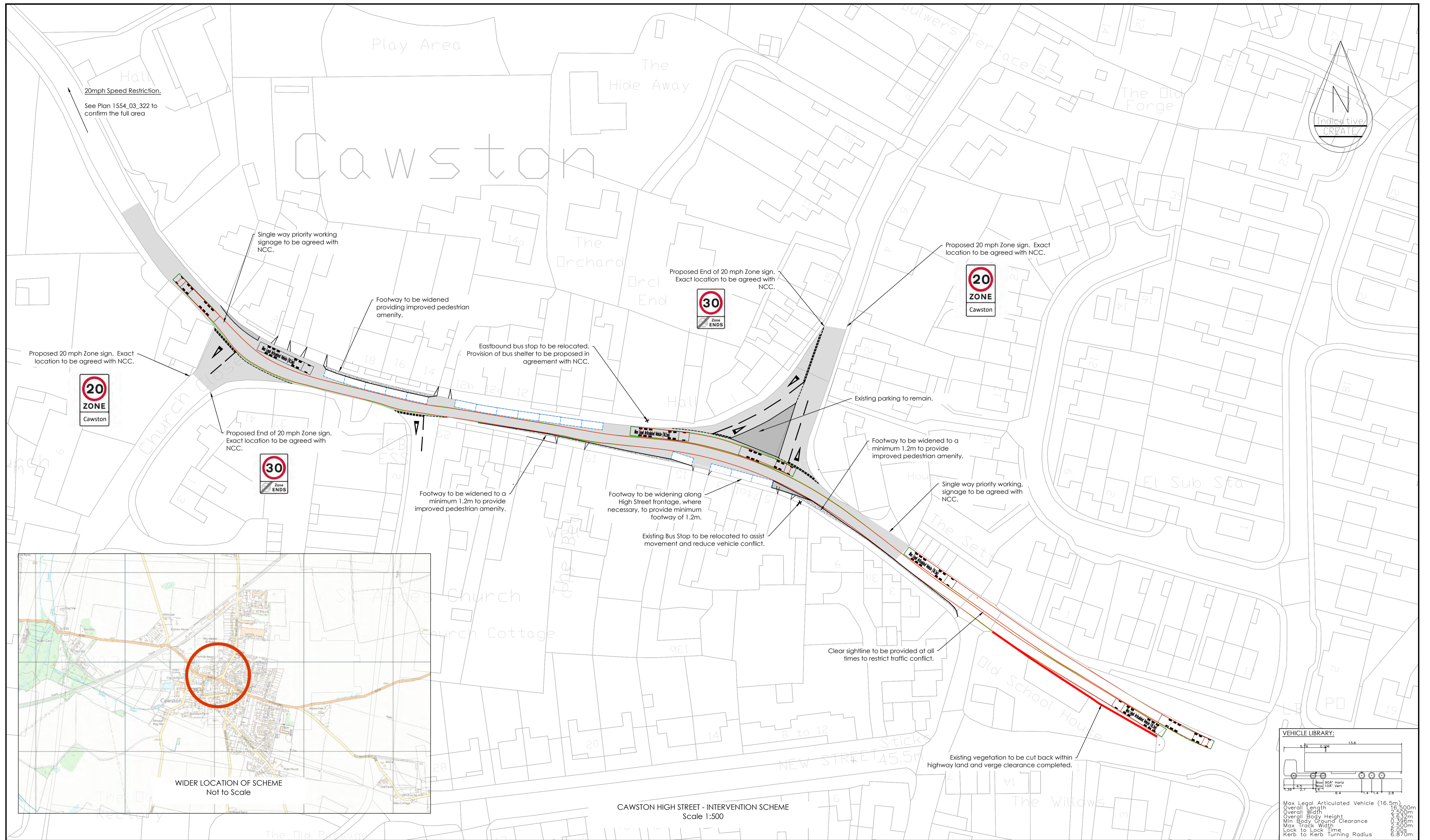
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REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
C	13.03.19	SCHEME DESIGN REVISED FOLLOWING SITE WALKOVER WITH CAWSTON PC WORKING GROUP	AF	PZ
B	07.09.19	AMENDMENTS FOLLOWING MEETING WITH NCC ON 06.03.19	EC	PZ
A	05.02.19	VAS RELOCATED AND DWG REFERENCE ADDED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

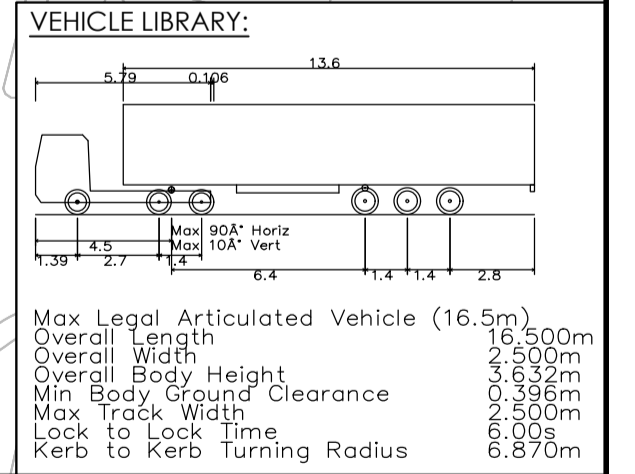
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	SCALE(S)	DESIGNED EC	DRAWN EC
DRAWING TITLE APPROACH DRIVER AWARENESS WORKS ON B1145 CAWSTON	1:1,000	CHECKED PZ	APPROVED PZ
	JOB No 1554	REVISION C	
CLIENT ORSTED	DRAWING No 03/322		

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CAWSTON HIGH STREET - INTERVENTION SCHEME  
Scale 1:500



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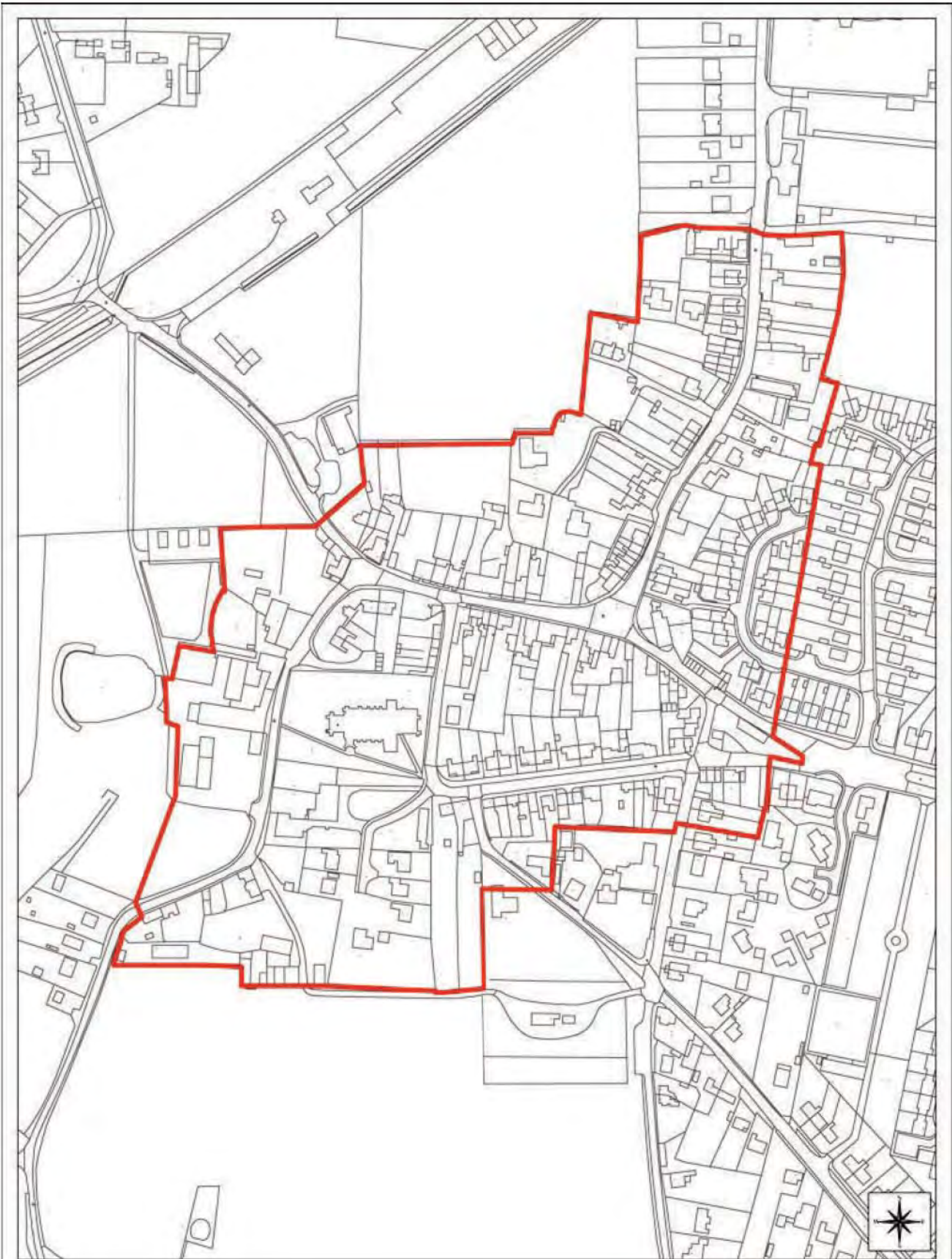
REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
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B	13.03.19	SCHEME AMENDED	AF	PZ
A	11.03.19	SWEPT PATH AMENDED	AF	PZ

PROJECT HORNSEA 3 OFF-SHORE WIND FARM	DATE 07.03.19	DRAWING STATUS INFORMATION	
DRAWING TITLE B1145 - CENTRE OF CAWSTON MITIGATION SCHEME HGV - HGV PASSING POINTS	SCALE(S) AS	DESIGNED AF	
CLIENT ORSTED	SHOWN AS	DRAWN AF	
JOB No 1554	DRAWING No 03/332	APPROVED PZ	REVISION C

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CAWSTON CONSERVATION AREA



CAWSTON CONSERVATION AREA

SCALE 1:3000



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## APPENDIX 1

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### Cawston Conservation Area Character Appraisal

# CAWSTON CONSERVATION AREA

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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 planted 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.



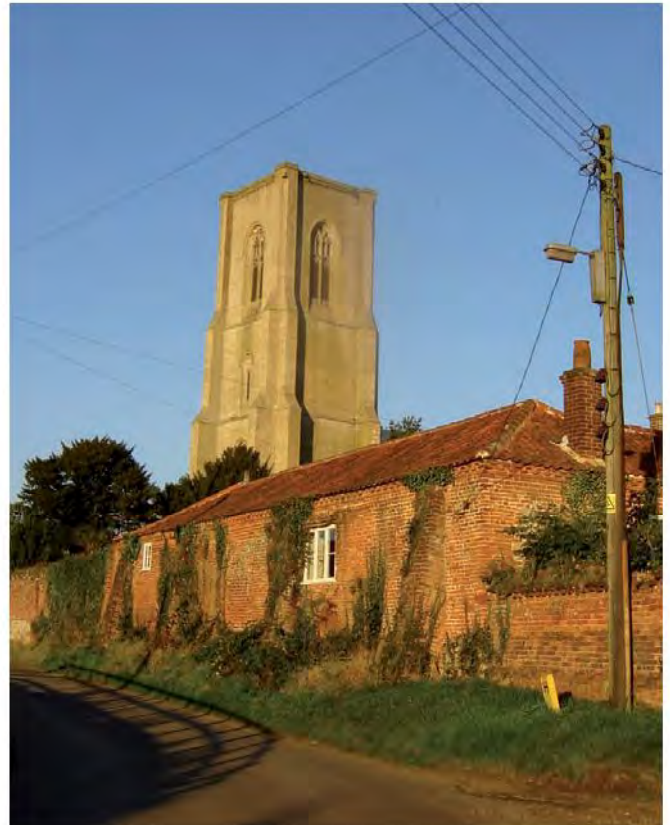
### New Street

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.

### Reepham Road

Reepham 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

CAWSTON CONSERVATION AREA

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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	
	Magnolia Cottage	
	The Old Workhouse and Workhouse Yard	Converted to houses
Chapel St. (east)	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)
	Nos. 18 and 20	
	Nos. 24, and 24A	Rendered "keyed" window and doorway, plastic windows detract
	No. 26	Stone "keyed" window and doorway
New St. (north)	Old School House	Wood and concrete front fence detract
	Old School and wall to S	Good W elevation to Cooks Hill
	The Walnuts and annexe to west	Aluminium windows detract
New St. (south)	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

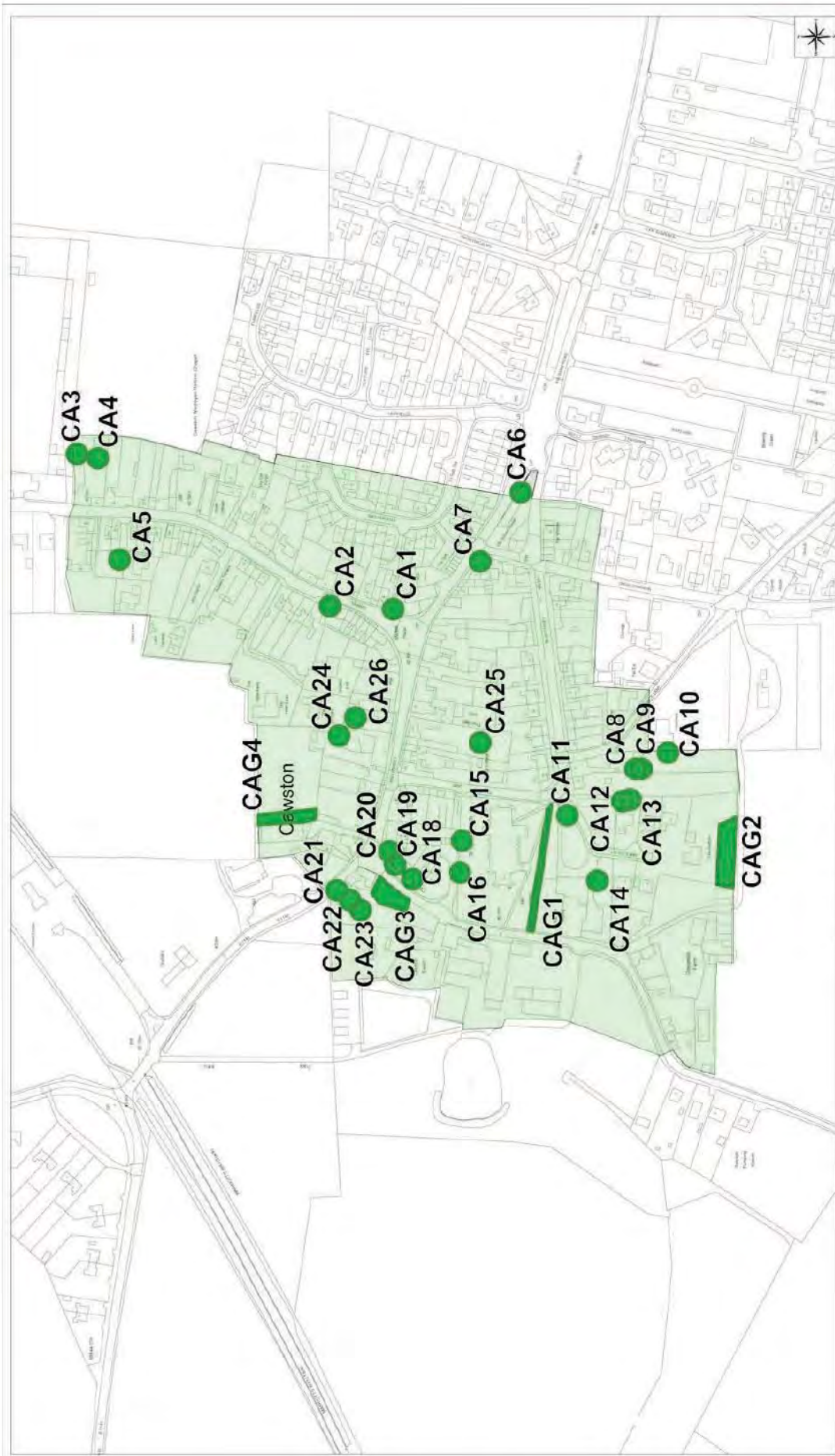
CAWSTON CONSERVATION AREA

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

## 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



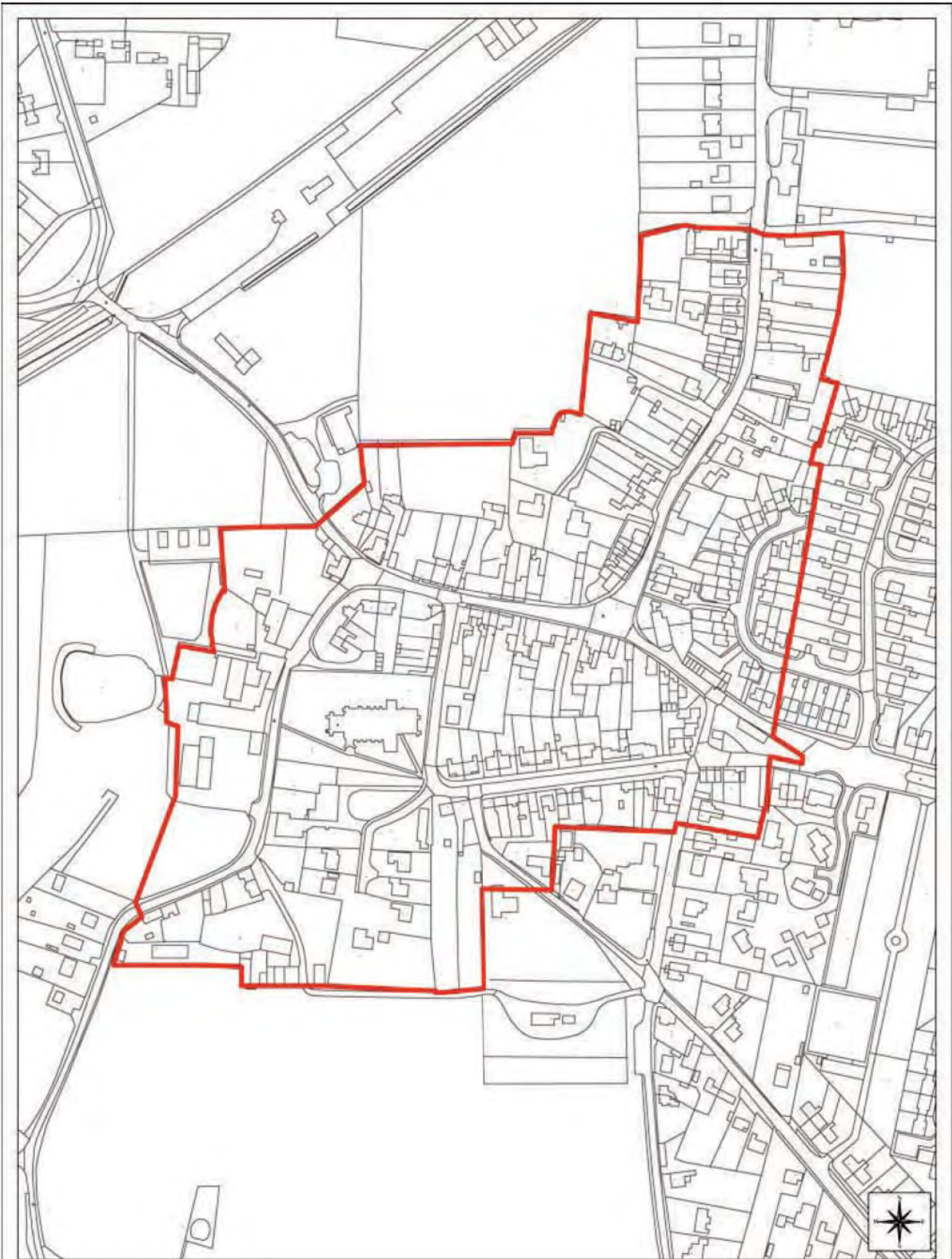
Scale: 1:2500

### Cawston - Significant Trees

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# APPENDIX E : CONSERVATION AREA

CAWSTON CONSERVATION AREA



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SCALE 1:3000



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# Norfolk Boreas Offshore Wind Farm

# Appendix 1.2

## Norfolk Vanguard Statement of Common Ground with Broadland District Council

Written Question 1.2.1

Applicant: Norfolk Boreas Limited  
Document Reference: ExA.WQ-1.D2.V1  
Deadline 2

Date: December 2019  
Revision: Version 1  
Author: Royal HaskoningDHV

*Photo: Ormonde Offshore Wind Farm*

**Norfolk Vanguard Offshore Wind Farm**

# **Statement of Common Ground**

**Broadland District Council**



Applicant: Norfolk Vanguard Limited  
Document Reference: Rep3 - SOCG - 3.1  
Version: 3

Date: June 2019  
Author: Royal HaskoningDHV

*Photo: Kentish Flats Offshore Wind Farm*

Date	Issue No.	Remarks / Reason for Issue	Author	Checked	Approved
23/08/2018	00	First draft for Internal review	CC/ST	JA	JA
07/09/2018	01D	First draft for Norfolk Vanguard Limited review	ST	JA	JA
13/09/2018	02D	Second draft for Norfolk Vanguard Limited review	ST	JA	JA
18/09/2018	03D	Third draft for Norfolk Vanguard Limited review	ST	JA	JA
14/01/2019	04D	Draft submission for Deadline 1	ST	JA	JA
13/03//2019	05D	Update following Deadline 1	ST	JA	JA
06/06/2019	01F	Final for submission at Deadline 9	JA	RS	RS

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## Glossary

CIA	Cumulative Impact Assessment
CoCP	Code of Construction Practice
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
ETG	Expert Topic Group
HIA	Health Impact Assessment
HDD	Horizontal Directional Drilling
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
LiDAR	Light Detection and Ranging
LVIA	Landscape and Visual Impact Assessment
OCoCP	Outline Code of Construction Practice
OWF	Offshore Wind Farm
PEI	Preliminary Environmental Information
PEIR	Preliminary Environmental Information Report
SoCG	Statement of Common Ground

## Terminology

Array cables	Cables which link the wind turbines and the offshore electrical platform.
Landfall	Where the offshore cables come ashore at Happisburgh South
Mobilisation area	Areas approx. 100 x 100m used as access points to the running track for duct installation. Required to store equipment and provide welfare facilities. Located adjacent to the onshore cable route, accessible from local highways network suitable for the delivery of heavy and oversized materials and equipment.
National Grid overhead line modifications	The works to be undertaken to complete the necessary modification to the existing 400kV overhead lines
Necton National Grid substation	The existing 400kV substation near Necton, which will be the grid connection location for Norfolk Vanguard
Offshore accommodation platform	A fixed structure (if required) providing accommodation for offshore personnel. An accommodation vessel may be used instead
Offshore cable corridor	The area where the offshore export cables would be located.
Offshore electrical platform	A fixed structure located within the wind farm area, containing electrical equipment to aggregate the power from the wind turbines and convert it into a more suitable form for export to shore.
Offshore export cables	The cables which bring electricity from the offshore electrical platform to the landfall.
Onshore cable route	The 45m easement which will contain the buried export cables as well as the temporary running track, topsoil storage and excavated material during construction.

Onshore project substation	A compound containing electrical equipment to enable connection to the National Grid. The substation will convert the exported power from High Voltage Direct Current (HVDC) to High Voltage Alternating Current (HVAC), to 400kV (grid voltage). This also contains equipment to help maintain stable grid voltage.
The OWF sites	The two distinct offshore wind farm areas, Norfolk Vanguard East and Norfolk Vanguard West.
Trenchless crossing zone	Temporary areas required for trenchless crossing works (e.g. HDD).

## 1 INTRODUCTION

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1. This Statement of Common Ground (SoCG) has been prepared by Norfolk Vanguard Limited (hereafter the Applicant) to set out the areas of agreement and disagreement with Broadland District Council in relation to the Development Consent Order (DCO) application for the Norfolk Vanguard Offshore Wind Farm (hereafter 'the project') based on consultation to date. Detailed input from Broadland District Council on the SoCG is currently outstanding and the Applicant will continue to engage with Broadland District Council to progress this SoCG.
2. This SoCG comprises an agreement log which has been structured to reflect topics of interest to Broadland District Council on the Norfolk Vanguard DCO application (hereafter 'the Application'). Topic specific matters agreed, not agreed and actions to resolve between Broadland District Council and the Applicant are included.
3. The Applicant has had regard to the Guidance for the examination of applications for development consent (Department for Communities and Local Government, 2015) when compiling this SoCG. Points that are not agreed will be the subject of ongoing discussion wherever possible to resolve or refine the extent of disagreement between the parties.

### 1.1 The Development

4. The Application is for the development of the Norfolk Vanguard Offshore Wind Farm (OWF) and associated infrastructure. The OWF comprises two distinct areas, Norfolk Vanguard (NV) East and NV West ('the OWF sites'), which are located in the southern North Sea, approximately 70km and 47km from the nearest point of the Norfolk coast respectively. The location of the OWF sites is shown in Chapter 5 Project Description Figure 5.1 of the Application. The OWF would be connected to the shore by offshore export cables installed within the offshore cable corridor from the OWF sites to a landfall point at Happisburgh South, Norfolk. From there, onshore cables would transport power over approximately 60km to the onshore project substation and grid connection point near Necton, Norfolk.
5. Once built, Norfolk Vanguard would have an export capacity of up to 1800MW, with the offshore components comprising:
  - Wind turbines;
  - Offshore electrical platforms;
  - Accommodation platforms;
  - Met masts;
  - Measuring equipment (LiDAR and wave buoys);
  - Array cables;



- Interconnector cables; and
  - Export cables.
6. The key onshore components of the project are as follows:
- Landfall;
  - Onshore cable route, accesses, trenchless crossing technique (e.g. Horizontal Directional Drilling (HDD)) zones and mobilisation areas;
  - Onshore project substation; and
  - Extension to the existing Necton National Grid substation and overhead line modifications.

## 1.2 Consultation with Broadland District Council

7. This section briefly summarises the consultation that the Applicant has had with Broadland District Council. For further information on the consultation process please see the Consultation Report (document reference 5.1 of the Application).

### 1.2.1 Pre-Application

8. The Applicant has engaged with Broadland District Council on the project during the pre-Application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant to Section 42 of the Planning Act 2008.
9. During formal (Section 42) consultation, Broadland District Council provided comments on the Preliminary Environmental Information Report (PEIR) by way of a letter dated 11<sup>th</sup> December 2017.
10. Further to the statutory Section 42 consultation, several meetings were held with Broadland District Council through the Evidence Plan Process. These are detailed throughout the SoCG and minutes of the meetings are provided in Appendices 9.15 – 9.26 (pre-Section 42) and Appendices 25.1 – 25.9 (post-Section 42) of the Consultation Report (document reference 5.1 of the Application).

### 1.2.2 Post-Application

11. A first draft SoCG was produced based on the Relevant Representations and Local Impact Report. This updated draft takes into account subsequent discussions with Broadland District Council during the examination and is submitted for Deadline 9 in accordance with the Rule 8 letter.

## 2 STATEMENT OF COMMON GROUND

12. Within the sections and tables below, the different topics and areas of agreement and disagreement between Broadland District Council and the Applicant are set out.
13. In line with Broadland District Council's Local Impact Report and following discussion with Broadland District Council in January 2019, this SoCG does not consider the topics of traffic and transport (with the exception of disturbance effects associated with cumulative traffic), onshore ecology and ornithology (with the exception of hedgerow removal in relation to the historic landscape), onshore archaeology, water resources and flood risk with these matters deferred to Norfolk County Council. The SoCG focuses on ground conditions and contamination, noise and vibration, above ground cultural heritage, landscape and visual impacts, tourism and recreation and socio economics.

### 2.1 Project-wide considerations

14. Table 1 provides areas of agreement and disagreement for project-wide considerations.

**Table 1 Project-wide considerations**

Norfolk Vanguard Limited position	Broadland District Council position	Final position
<b>Policy and legislation</b>		
The legislation adopted for Norfolk Vanguard is relevant and interpreted appropriately.	Agreed	It is agreed by both parties that the legislation has been interpreted appropriately.
The principle of offshore renewable energy is supported, and will be permitted unless environmental impacts outweigh social, economic and environmental benefits.  This was noted in Broadland District Council's PEIR response in December 2017.	Agreed	It is agreed that both parties support offshore renewable energy projects in principle.
<b>Site selection</b>		
The principles adopted in undertaking the site selection (Chapter 4 Site Selection and Assessment of Alternatives) for Norfolk Vanguard are appropriate and robust.	Agreed	It is agreed by both parties that the site selection principles are appropriate and robust
The search areas used for the site selection process and the methodology used for refining these areas is considered robust and appropriate.	Agreed	It is agreed by both parties that the site selection process is robust and appropriate.

Norfolk Vanguard Limited position	Broadland District Council position	Final position
<b>Health Impact Assessment (HIA)</b>		
The methodology adopted for the HIA (Chapter 27 Human Health) is appropriate and robust, and the outcome of the assessment is suitable.	Agreed	It is agreed by both parties that the methodology for HIA is appropriate and robust.

## 2.2 Ground Conditions and Contamination

15. The project has the potential to impact upon ground conditions and contamination. Chapter 19 Ground Conditions and Contamination of the ES (document reference 6.1.19) provides an assessment of the significance of these impacts.
16. Table 2 provides an overview of meetings and correspondence undertaken with Broadland District Council regarding ground conditions and contamination.
17. Table 3 provides areas of agreement and disagreement regarding ground conditions and contamination.
18. Further details on the Evidence Plan for ground conditions and contamination can be found in Appendix 9.20 and Appendix 25.2 of the Consultation Report (document reference 5.1 of the Application).

**Table 2 Summary of Consultation with Broadland District Council regarding ground conditions and contamination**

Date	Contact Type	Topic
<b>Pre-Application</b>		
11 <sup>th</sup> December 2017	Letter	PEIR feedback.

**Table 3 Statement of Common Ground - ground conditions and contamination**

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Existing Environment	Sufficient data has been collected to inform the assessment.	Agreed	It is agreed by both parties that sufficient data was collected to inform the assessment.
Assessment methodology	The impact assessment methodologies used for the Environmental Impact Assessment (EIA) represent an appropriate approach to assessing potential impacts of the project.	Agreed	It is agreed by both parties that that the assessment methodology is appropriate.
	The worst-case scenario presented in the assessment is appropriate.	Agreed	It is agreed by both parties that the worst case scenario presented is appropriate.
Assessment findings	The assessment adequately characterises the baseline environment in terms of ground conditions and contamination.	Agreed	It is agreed by both parties that the assessment adequately characterises the baseline environment.
	The assessment of impacts for construction, operation and decommissioning presented is appropriate and, assuming the inclusion of the embedded mitigation described, impacts on ground conditions and contamination are likely to be non-significant in EIA terms.	Agreed	It is agreed by both parties that impacts on ground conditions and contamination are likely to be non-significant.
	The assessment of cumulative impacts is appropriate and, assuming the inclusion of the embedded mitigation described, cumulative impacts on ground conditions and contamination are likely to be non-significant in EIA terms.	Agreed	It is agreed by both parties that cumulative impacts on ground conditions and contamination are likely to be non-significant.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Approach to mitigation	The development of an approved Materials Management Plan (MMP) is considered suitable to control impacts on Mineral Safeguarding Areas (MSA).	Agreed although approval of the MMP is for Norfolk County Council	It is agreed by both parties that an approved MMP is considered suitable to control impacts on Mineral Safeguarding Areas. Although it is Norfolk County Council who would approve an MMP.
	Given the identified impacts of the project, the mitigation proposed for ground conditions and contamination is considered appropriate and adequate.	Agreed	It is agreed by both parties that the mitigation proposed for ground conditions and contamination is considered appropriate and adequate.
Wording of Requirement(s)	The wording of Requirement 20 provided within the draft DCO (and supporting outline Code of Construction Practice) for the mitigation of impacts associated with ground conditions and contamination are considered appropriate and adequate.	Agreed	It is agreed by both parties that the wording of Requirement 20 is appropriate.

## 2.3 Noise, Vibration and Air Quality

19. The project has the potential to generate noise, vibration and air quality effects. Chapter 25 Noise and Vibration of the ES (document reference 6.1.25) and Chapter 26 Air Quality (document reference 6.1.25) provide an assessment of the significance of these impacts.
20. Table 4 provides an overview of meetings and correspondence undertaken with Broadland District Council regarding noise and vibration.
21. Table 5 provides areas of agreement and disagreement regarding noise, vibration and air quality.
22. Further details on the Evidence Plan for noise, vibration and air quality can be found in Appendices 9.9, 9.10, 9.25 and 25.10 of the Consultation Report (document reference 5.1 of the Application).

**Table 4 Summary of Consultation with Broadland District Council regarding noise, vibration and air quality**

Date	Contact Type	Topic
<b>Pre-Application</b>		
14 <sup>th</sup> January 2017	Email	Provision of the Noise and Vibration and Air Quality Method Statements.
25 <sup>th</sup> January 2017	Meeting	Method statement, project updates and approach to the assessment (methodology, impacts, data collection etc).
19 <sup>th</sup> March 2017	Email	Provision of the proposed locations for the onshore noise and vibration monitoring survey.
29 <sup>th</sup> March 2017	Email	Provision of the proposed locations for the onshore noise and vibration monitoring survey.
31 <sup>st</sup> March 2017	Email from Broadland District Council	Approval of the proposed locations for the onshore noise and vibration monitoring survey.
11 <sup>th</sup> December 2017	Letter	PEIR feedback.
4 <sup>th</sup> April 2018	Email	Request for confirmation of projects to be included in the CIA.
<b>Post-Application</b>		
16 <sup>th</sup> January 2019	Submissions to PINS	Broadland District Council's position as set out in their Local Impact Report and response to Examiner's first questions submitted at Deadline 1.
20 <sup>th</sup> March 2019	Submission to PINS	Applicant's cumulative impact assessment of construction traffic taking into account Hornsea Project Three. Including noise and air quality assessments.

Date	Contact Type	Topic
2 <sup>nd</sup> May 2019	Submission to PINS	Applicant's assessment of cumulative air quality impacts at the Old Railway Gatehouse, Oulton. Taking into account idling and accelerating heavy good vehicles (HGVs), other known polluting activities and potential ammonia increases from HGVs.
2 <sup>nd</sup> May 2019	Submission to PINS	Applicant's assessment of cumulative noise impacts at the Old Railway Gatehouse, Oulton. Taking into account idling and accelerating HGVs.
25 <sup>th</sup> April – 14 <sup>th</sup> May 2019	Emails	Email correspondence from BDC requesting clarification on the noise and air quality assessments submitted on 20 <sup>th</sup> March 2019 and 2 <sup>nd</sup> May 2019.



**Table 5 Statement of Common Ground – noise, vibration and air quality**

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Existing Environment	Sufficient survey data (extent/duration) has been collected in appropriate locations to characterise the noise and air quality environment to undertake the assessment.  This was agreed via email communications from Broadland District Council in March 2017.	Agreed	It is agreed by both parties that the noise and vibration monitoring survey collected sufficient data in appropriate locations to undertake the noise assessment.
Assessment methodology	The impact assessment methodologies used for the assessment represent an appropriate approach to assessing potential impacts.	Agreed	It is agreed by both parties that impact assessment methodologies used for the assessment are appropriate
	British Standard BS8233:2014 (Guidance on sound insulation and noise reduction for buildings) states that the recognised national method for calculating road traffic noise levels is the Calculation for Road Traffic Noise (CRTN) augmented by additional guidance published by the Highways Agency (Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 7).  The Applicant’s assessment of road traffic noise was undertaken using the approach set out in the CRTN using impact thresholds defined within DMRB (Volume 11, Section 3, Chapter 3, Table 3.1).  This approach was agreed with BDC through the Evidence Plan Process.	Agree that the CRTN, augmented by the additional guidance in the Highway Agency’s DMRB is the only readily available method of assessment of road traffic noise available for use.	It is agreed by both parties that the CRTN, augmented by DMRB is the only readily available method of assessment of road traffic noise available for use
	The worst-case scenario presented in the assessment is appropriate.	Agreed	It is agreed by both parties that the worst case scenario presented is appropriate.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
	The assessments adequately characterise the baseline environment in terms of noise, vibration and air quality.	Agreed	It is agreed by both parties that the assessment adequately characterises the baseline environment.
Assessment findings	<p>The Street, Oulton</p> <p>The assessment of cumulative noise, vibration and air quality effects associated with Norfolk Vanguard and Hornsea Project Three along The Street at Oulton has been assessed and submitted to the examination at Deadline 5 (ExA; ISH1; 10.D5.3). Further assessments specifically considering the noise, vibration and air quality effects of vehicles idling and accelerating in proximity to the Old Railway Gatehouse at Oulton have also submitted to the examination at Deadline 7 (ExA; ISH6; 10.D7.7 and ExA; ISH6; 10.D7.9).</p> <p>Mitigation is proposed in the form of a cap on the maximum number of daily HGV movements, a temporary speed restriction, regrading the road surface in proximity to the Old Railway Gatehouse, incorporation of passing places along The Street and priority warning signs in proximity to The Old Railway Gatehouse. With these mitigation measures in place residual impacts related to noise, vibration and air quality are not significant based on the agreed EIA criteria. These measures are captured within the Outline Traffic Management Plan (OTMP) (document reference 8.8) and secured through DCO Requirement 21.</p> <p>This combined suite of measures is consistent with those proposed by Hornsea Project Three and will serve to mitigate the effects of either Norfolk Vanguard or Hornsea Three alone, or both projects together. Whichever project</p>	<p>Notes the combination of noise and vibration reduction measures that the applicant is proposing in respect of The Old Railway Gatehouse, the physical alterations to the property need to be agreed with the resident. The principle of the mitigation measures specified are acceptable and need to be secured by revised wording in the Traffic Management Plan.</p> <p>Remain concerned that the submitted air quality assessment does not take full account of the existing baseline air quality given the nearby intensive poultry farm and other agricultural uses in the locality. Although it is anticipated that the additional traffic associated with the Norfolk Vanguard and Hornsea Three proposals will be likely to have a negligible effect on air quality.</p>	It is agreed by both parties that the principle of the noise mitigation measures specified are acceptable; and that traffic will be likely to have a negligible effect on air quality.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
	<p>progresses to construction first will introduce the measures and the second project will remove the mitigation at the end of construction.</p> <p>Although the assessment has not identified the need for further mitigation, the Applicant acknowledges the potential for disturbance experienced by the residents of The Old Railway Gatehouse. As such, the Applicant has identified measures to further minimise perceived disturbance impacts comprising upgraded glazing on facades that face the traffic and a garden wall acting as a noise absorption barrier. These are offered as optional mitigation, to be taken forward should the residents wish, however, they are not essential to mitigate the effects. This approach is consistent with commitments also made by Hornsea Project Three.</p> <p>With the inclusion of the subsequent assessments of potential cumulative noise, vibration and air quality impacts along The Street at Oulton, the assessments findings are considered robust and with the inclusion of the identified mitigation measures, impacts have been reduced to non-significant.</p>		
	<p><b>B1145, Cawston</b></p> <p>The assessment of cumulative noise, vibration and air quality impacts associated with Norfolk Vanguard and Hornsea Project Three along the B1145 through Cawston has been assessed and submitted to the examination at Deadline 5 (ExA; ISH1; 10.D5.3).</p> <p>Mitigation is proposed in the form of a cap on the maximum number of daily HGV movements, temporary speed restrictions, resurfacing the road, incorporation of</p>	<p>The District Council recognise that the applicant has committed to further reduce the peak traffic levels in Cawston to the following: 1 week peak of 112 (reduced from 144) daily HGV movements (in both the single and cumulative scenario) which will reduce to 95 daily HGV movements for 22 weeks, further reduced to 40 daily HGV movements for 13 weeks and finally 8</p>	<p>It is agreed by both parties that the mitigation proposals for Cawston, including the implementation of a 20 mph speed restriction, that significant effects in respect of noise and vibration will be likely to be avoided.</p>

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
	<p>formalised parking and parking restriction, localised pavement widening and priority warning signs. With these mitigation measures in place residual impacts related to noise, vibration and air quality are not significant based on the agreed EIA criteria. These measures are captured within the Outline Traffic Management Plan (OTMP) (document reference 8.8) and secured through DCO Requirement 21.</p> <p>This combined suite of measures will serve to mitigate the effects of either Norfolk Vanguard or Hornsea Three alone or both projects together. Whichever project progresses to construction first will introduce the measures and the second project will remove the mitigation at the end of construction.</p> <p>The traffic cap identified within the CIA set out that cumulative HGV traffic must not exceed 271 daily HGV movements through Cawston, by reducing the Norfolk Vanguard daily HGV movements from 168 down to 144 (combined with the Hornsea Project Three peak of 127 daily HGV movements). This peak of 144 daily movements would occur for 4 weeks in total, followed by 93 daily HGV movements for 24 weeks, then 10 daily HGV movements for 23 weeks.</p> <p>After discussions with Cawston Parish Council and BDC the Applicant has sought to further optimise the construction programme to reduce the Norfolk Vanguard peak traffic as low as practicable. As such, the Applicant is now able to commit to a 1 week peak of 112 (reduced from 144) daily HGV movements (in both the single project and cumulative scenario), which will reduce down to 95 daily HGV movements for a further 22 weeks, and then 44 daily HGV movements for a further 13 weeks, and finally reducing to 8</p>	<p>daily HGV movements for the remaining 23 weeks. On this basis and in combination with the proposed traffic management mitigation proposals for Cawston centre, including the implementation of a 20 mph speed restriction, the District Council are satisfied that significant effects in respect of noise and vibration will be likely to be avoided and request that the Traffic Management Plan will need to be agreed with BDC.</p>	

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
	<p>daily HGV movements for the remaining 23 weeks. These reductions do not change the findings of the CIA (the residual impacts remains minor adverse for noise impacts) but recognise the concerns of Cawston Parish Council and BDC and represent an effort to reduce these short-term peaks in construction traffic to as low as practicable.</p> <p>With the inclusion of the updated assessments of potential cumulative noise, vibration and air quality impacts along the B1145 through Cawston (submitted at Deadline 5), and the further commitment to reduce Norfolk Vanguard peak daily HGV movements to 112, the assessments findings are considered robust, and with the inclusion of the identified mitigation measures, impacts have been reduced to non-significant.</p>		
	<p>The assessment of impacts for construction, operation and decommissioning presented is appropriate and, assuming the inclusion of the mitigation described, impacts from noise, vibration and air quality are non-significant in EIA terms.</p>	<p>Agreed</p>	<p>It is agreed by both parties that the assessment of impacts for construction, operation and decommissioning presented is appropriate</p>
	<p>The assessment of cumulative effects, other than cumulative traffic associated with Norfolk Vanguard and Hornsea Project Three, is appropriate and, assuming the inclusion of the mitigation described, cumulative impacts from noise, vibration and air quality are non-significant in EIA terms.</p>	<p>Agreed</p>	<p>It is agreed by both parties that assessment of cumulative effects, other than cumulative traffic associated with Norfolk Vanguard and Hornsea Project Three, is appropriate.</p>

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Approach to mitigation	The production of a Code of Construction Practice (CoCP), including a Construction Noise and Vibration Management Plan and Air Quality Management Plan (based on the OCoCP, document reference 8.1) will provide sufficient controls for potential noise, vibration and air quality impacts.	Agreed in principle and the wording of the CoCP will need to be agreed with BDC.	Agreed
	The production of a Traffic Management Plan (TMP) based on the Outline TMP document reference 8.8) will provide sufficient controls for potential traffic related noise, vibration and air quality impacts. Measures set out in the OTMP include delivery timing constraints (e.g. school arrival/departure times) which are set out in Table 1.5 of the OTMP.	Agreed in principle and the wording of the TMP will need to be agreed with BDC.	Agreed
	<p>The consented normal construction hours will be restricted to 07.00 to 19.00 on Mondays to Fridays and 07.00 to 13.00 on Saturdays, with no work taking place Sunday or bank holidays.</p> <p>Construction works outside of these hours may only be undertaken for essential continuous activities. When this is required permission must be agreed with the relevant planning authority in advance. This is set out in Requirement 26 of the draft DCO.</p> <p>These restrictions to the working hours will provide sufficient control for potential disturbance (noise and vibration) impacts associated with evening and weekend working.</p>	Construction work outside of the normal construction hour may be undertaken only for essential and specified non-intrusive activities which must be agreed with the LPA in advance of the activities taking place (Requirement 26)	It is agreed by both parties that construction work outside of the normal construction hour may be undertaken only for essential and specified non-intrusive activities which must be agreed with the LPA in advance.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Wording of Requirement(s)	The wording of Requirements 20, 21 and 26 provided within the draft DCO (and supporting certified documents) for the mitigation of impacts associated with noise and vibration are considered appropriate and adequate.	Agreed	It is agreed by both parties that the wording of Requirements 20, 21 and 26 provided in the draft DCO for the mitigation of impacts associated with noise and vibration are considered appropriate and adequate.

## 2.4 Above Ground Cultural Heritage

23. The project has the potential to impact upon onshore archaeology and above ground cultural heritage. Chapter 28 Onshore Archaeology and Cultural Heritage of the ES (document reference 6.1.28) provides an assessment of the significance of these impacts.
24. Table 6 provides an overview of meetings and correspondence undertaken with Broadland District Council regarding above ground cultural heritage. In terms of Broadland District Council the focus is on above ground cultural heritage as onshore archaeology is a matter that has been deferred to Norfolk County Council.
25. Table 7 provides areas of agreement and disagreement regarding above ground cultural heritage.
26. Further details on the Evidence Plan for onshore archaeology and cultural heritage can be found in Appendix 9.22 and Appendix 25.4 of the Consultation Report (document reference 5.1 of the Application).

**Table 6 Summary of Consultation with Broadland District Council regarding above ground cultural heritage**

Date	Contact Type	Topic
<b>Pre-Application</b>		
14 <sup>th</sup> January 2017	Email	Provision of the Method Statement.
11 <sup>th</sup> December 2017	Letter	PEIR feedback.
19 <sup>th</sup> July 2017	Email to Broadland District Council	Project update and overview of results for onshore archaeology and cultural heritage ETG meeting.
<b>Post-Application</b>		
21st May 2019	Email	Provision of Cawston Conservation Heritage Assessment



**Table 7 Statement of Common Ground - above ground cultural heritage**

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Existing Environment	The scope of the Archaeological Desk Based Assessment (ADBA) is appropriate to inform the assessment.	Not a matter for BDC to agree	
	Sufficient survey data (extent/duration) has been collected to inform the assessment.	Agreed in respect of above ground cultural heritage	It is agreed by both parties that sufficient data was collected to inform the assessment in respect of above ground cultural heritage.
	It is accepted that outstanding geophysical surveys (scheme-wide) may be undertaken post-consent.	Not a matter for BDC to agree	
	The approach to the selection of priority geophysical survey areas was appropriate and sufficient to inform the assessment of impacts.	Not a matter for BDC to agree	
	Archaeological trial trenching is not required to inform the assessment of impacts pre-application. Further evaluation will be completed post-consent.	Not a matter for BDC to agree	
Assessment methodology	The impact assessment methodologies used for the assessment (DMRB Volume 11, Section 3, Part 2: Cultural Heritage) provide an appropriate approach to assessing potential impacts of the project.	Agreed in respect of above ground cultural heritage	It is agreed by both parties that the assessment methodology in respect of above ground cultural heritage is appropriate.
	The worst-case scenario presented in the assessment is appropriate.	Agreed in respect of above ground cultural heritage	It is agreed by both parties that the worst case scenario in respect of above ground cultural heritage presented is appropriate.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
	The assessment adequately characterises the baseline environment in terms of onshore archaeology and cultural heritage, including the setting of designated heritage assets.	Agreed in respect of above ground cultural heritage	It is agreed by both parties that the worst case scenario in respect of above ground cultural heritage presented is appropriate
Assessment findings	The assessment of impacts for construction, operation and decommissioning presented is appropriate and, assuming the inclusion of the mitigation described and commitment to further evaluation post-consent, impacts on onshore archaeology and cultural heritage are likely to be non-significant in EIA terms.	Agreed in respect of above ground cultural heritage	It is agreed by both parties that impacts on above ground cultural heritage are likely to be non-significant in EIA terms
	The assessment of cumulative effects is appropriate and, assuming the inclusion of the mitigation described, cumulative impacts on onshore archaeology and cultural heritage are likely to be non-significant in EIA terms.	Agreed in respect of above ground cultural heritage	It is agreed by both parties that cumulative impacts on above ground cultural heritage are likely to be non-significant in EIA terms
	The Applicant has undertaken a Heritage Assessment of the proposed scheme of mitigation proposed along the B1145 at Cawston which is partially located within the Cawston Conservation Area. The assessment has identified that the majority of the measures are temporary in nature and whilst they will represent a temporary change to the character of the Conservation Area they will not lead to a permanent change to the character and appearance of the Conservation Area.	Agreed although there is a minor issue with the widening of part of the footpath that narrows the carriageway at the listed Whitehouse Farm that needs to be addressed	It is agreed by both parties that the widening of part of the footpath in proximity to Whitehouse Farm has safety implications that need to be addressed post-consent as part of the detailed design of the highway intervention scheme.
Approach to mitigation	The provision of a pre-construction and construction Archaeological WSI (Onshore) (to be based on the outline WSI, document reference 8.5) is considered suitable, with respect to Set-Piece Excavation (SPE); Strip, Map and Sample and archaeological monitoring/watching brief scenarios.	Not a matter for BDC to agree	
	The mitigation proposed for potential impacts on buried and above-ground archaeological remains is appropriate.	Not a matter for BDC to agree	

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Wording of Requirement(s)	The wording of Requirement 23 provided within the draft DCO (and supporting certified documents) for the mitigation of impacts to above ground cultural heritage are considered appropriate and adequate.	Agreed in respect of above ground cultural heritage	It is agreed by both parties that the wording of Requirement 23 is appropriate as it relates to above ground cultural heritage

## 2.5 Landscape and Visual Impact Assessment

27. The project has the potential to impact upon landscape and visual receptors. Chapter 29 Landscape and Visual Impacts of the ES (document reference 6.1.29) provides an assessment of the significance of these impacts.
28. Table 8 provides an overview of meetings and correspondence undertaken with Broadland District Council regarding the landscape and visual impact assessment (LVIA).
29. Table 9 provides areas of agreement and disagreement regarding the LVIA.
30. Further details on the Evidence Plan for LVIA can be found in Appendix 9.18 and Appendix 25.3 of the Consultation Report (document reference 5.1 of the Application).

**Table 8 Summary of Consultation with Broadland District Council regarding LVIA**

Date	Contact Type	Topic
<b>Pre-Application</b>		
14 <sup>th</sup> January 2017	Email	Provision of the Landscape Method Statement.
25 <sup>th</sup> April 2017	Email	Circulation of viewpoint locations for the LVIA and Cultural Heritage Assessment.
19 <sup>th</sup> July 2017	Meeting	PEI ETG meeting – project update and results overview.
11 <sup>th</sup> December 2017	Letter	PEIR feedback
4 <sup>th</sup> April 2018	Email	Request for confirmation of projects to be included in the CIA.
<b>Post-Application</b>		
16 <sup>th</sup> January 2019	Submissions to PINS	Broadland District Council's position as set out in their Local Impact Report and response to Examiner's first questions submitted at Deadline 1.

**Table 9 Statement of Common Ground - LVIA**

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Existing Environment	Sufficient desk-based and survey based data (extent/duration) has been collected to inform the assessment. This was discussed and agreed during the Expert Topic Group meeting in July 2017.	Agreed	It is agreed by both parties that sufficient survey data has been collected to undertake the assessment.
	The methodology and viewpoints selected are representative and appropriate. This was discussed and agreed during the Expert Topic Group meeting in July 2017.	Agreed	It is agreed by both parties that representative and appropriate viewpoints have been collected to undertake the assessment.
Assessment methodology	The list of potential LVIA effects assessed as proposed in the Evidence Plan method statement provided in October 2016 are appropriate.	Agreed	It is agreed by both parties that the potential LVIA effects assessed are appropriate.
	All hedgerows have been assessed for their ecological value and historic landscape value, in accordance with the Hedgerow Regulations 1997. Potential impacts to hedgerows are discussed in detail within Chapter 22 Onshore Ecology and Chapter 29 Landscape and Visual Impact.	Agreed	It is agreed by both parties that all hedgerows have been assessed in accordance with the Hedgerow Regulations 1997
	The impact assessment methodologies, including for cumulative effects, used are those agreed and remain appropriate for assessing potential impacts. This was discussed and agreed during the Expert Topic Group meeting in July 2017.	Agreed	It is agreed by both parties that the impact assessment methodologies used in the EIA are appropriate.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
	Visual impacts associated with the cable installation are limited to the construction phase and an assessment of operational impacts was not required. This was discussed and agreed via the method statement provided and agreed via the Method Statement and during the Expert Topic Group in July 2017.	Agreed	It is agreed by both parties that the landfall and cable installation are subject to construction impacts only.
	The worst-case scenario presented in the assessment is appropriate.	Agreed	It is agreed by both parties that the worst case scenario presented in the assessment is appropriate.
Assessment findings	The assessment adequately characterises the visual baseline.	Agreed	It is agreed by both parties that the baseline is suitably established.
	The assessment of effects for construction, operation and decommissioning presented is appropriate and adheres to the agreed methodology.	Agreed	It is agreed by both parties that the assessment of effects is appropriate and adheres to the agreed methodology.
	The assessment of cumulative effects (including the point where Norfolk Vanguard and Hornsea Project Three onshore cable routes overlap) is appropriate and, assuming the inclusion of the mitigation described, cumulative effects would be mitigated over time.	Agreed	It is agreed by both parties that the assessment of cumulative effects is appropriate, and that these would be mitigated over time.
Approach to mitigation	The mitigation proposed for LVIA are considered appropriate and adequate.	Agreed	It is agreed by both parties that the mitigation proposed for LVIA are considered appropriate and adequate.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
	All mitigation measures required (including the temporary removal of any hedgerows within Broadland District) are outlined in sufficient detail within the Outline Landscape and Environmental Management Strategy (OLEMS).	Agreed	It is agreed by both parties that the mitigation measures required are outlined in sufficient detail within the OLEMS
Wording of Requirement(s)	The wording of Requirements 18 and 19 provided within the draft DCO (and supporting certified documents) for the mitigation of impacts in the LVIA are considered appropriate and adequate.	Agreed in respect of 18; aware that NNDC will require a 10 yr landscape maintenance period instead of 5 yrs in respect of 19	It is agreed by both parties that the wording of Requirement 18 is considered appropriate and adequate.
	Important hedgerows are listed in Schedule 13 of the draft DCO and the Important Hedgerows Plan (document reference 2.11).	Agreed	It is agreed by both parties that important hedgerows are listed in Schedule 13 of the draft DCO

## 2.6 Tourism and Recreation

31. The project has the potential to impact upon tourism and recreation. Chapter 30 Tourism and Recreation of the ES, (document reference 6.1.30), provides an assessment of the significance of these impacts.
32. Table 10 provides an overview of meetings and correspondence undertaken with Broadland District Council regarding tourism and recreation.
33. Table 11 provides areas of agreement and disagreement regarding tourism and recreation.
34. Further details on the Evidence Plan for tourism and recreation can be found in the Consultation Report (document reference 5.1 of the Application).

**Table 10 Summary of Consultation with Broadland District Council regarding tourism and recreation**

Date	Contact Type	Topic
<b>Pre-Application</b>		
14 <sup>th</sup> January 2017	Email to Broadland District Council	Provision of the tourism and recreation Method Statement.
9 <sup>th</sup> February 2017	Email from Broadland District Council	Advice to consider magnetic fields from onshore cables and structures.
11 <sup>th</sup> December 2017	Letter	PEIR feedback



**Table 11 Statement of Common Ground - tourism and recreation**

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Existing Environment	Appropriate datasets have been presented to inform the assessments	Agreed	It is agreed by both parties that the datasets presented are appropriate to inform the assessment.
Assessment methodology	The impact assessment methodologies used provide an appropriate approach to assessing potential impacts of the project.	Agreed	It is agreed by both parties that that the assessment methodology is appropriate.
	The worst-case scenario presented in the assessments is appropriate.	Agreed	It is agreed by both parties that the worst case scenario presented is appropriate.
	The assessment adequately characterises the baseline environment in terms of tourism and recreation.	Agreed	It is agreed by both parties that the assessment adequately characterises the baseline environment.
Assessment findings	The assessment of effects for construction, operation and decommissioning presented is appropriate and, assuming the inclusion of the mitigation described, impacts on tourism and recreation are likely to be non-significant in EIA terms.	Agreed	It is agreed by both parties that the assessment of effects is appropriate and, assuming the inclusion of the mitigation described, impacts on tourism and recreation are likely to be non-significant in EIA terms.
	The assessment of cumulative effects is appropriate and, assuming the inclusion of the mitigation described, cumulative impacts on tourism and recreation are likely to be non-significant in EIA terms.	Agreed	It is agreed by both parties that the assessment of cumulative effects is appropriate and, assuming the inclusion of the mitigation described, impacts on tourism and recreation are likely to be non-significant in EIA terms.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Approach to mitigation	Given the impacts of the project, the mitigation proposed for tourism and recreation are considered appropriate and adequate.	Agreed	It is agreed by both parties that the mitigation proposed for tourism and recreation are considered appropriate and adequate.
Wording of Requirement(s)	Given the impacts of the project, the wording of the Requirements provided within the draft DCO (and supporting certified documents) for the mitigation of impacts to tourism and recreation are considered appropriate and adequate.	Agreed	It is agreed by both parties that the wording of the Requirements provided within the draft DCO (and supporting certified documents) for the mitigation of impacts to tourism and recreation are considered appropriate and adequate.

## 2.7 Socio-economics

35. The project has the potential to impact upon socio-economics. Chapter 31 Socio-economics of the ES, (document reference 6.1.31), provides an assessment of the significance of these impacts.
36. Table 12 provides an overview of meetings and correspondence undertaken with Broadland District Council regarding socio-economics.
37. Table 13 provides areas of agreement and disagreement regarding socio-economics.
38. Further details on the Evidence Plan for socio-economics can be found in Appendix 9.21 of the Consultation Report (document reference 5.1 of the Application).

**Table 12 Summary of Consultation with Broadland District Council regarding socio-economics**


Date	Contact Type	Topic
<b>Pre-Application</b>		
14 <sup>th</sup> January 2017	Email	Provision of the Socio-Economics Method Statement.
11 <sup>th</sup> December 2017	Letter	PEIR feedback
4 <sup>th</sup> April 2018	Email	Request for confirmation of projects to be included in the CIA.

**Table 13 Statement of Common Ground - socio-economics**

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Existing Environment	Appropriate datasets have been presented to inform the assessments	Agreed	It is agreed by both parties that the datasets presented are appropriate to inform the assessment.
Assessment methodology	The impact assessment methodologies used provide an appropriate approach to assessing potential impacts of the project.	Agreed	It is agreed by both parties that that the assessment methodology is appropriate.
	The worst-case scenario presented in the assessments is appropriate.	Agreed	It is agreed by both parties that the worst case scenario presented is appropriate.
	The assessment adequately characterises the baseline environment in terms of socio-economics.	Agreed	It is agreed by both parties that the assessment adequately characterises the baseline environment.
Assessment findings	The assessment of effects for construction, operation and decommissioning presented is appropriate and, assuming the inclusion of the mitigation described, impacts on socio-economics are likely to be non-significant in EIA terms.	Agreed	It is agreed by both parties that the assessment of effects is appropriate and, assuming the inclusion of the mitigation described, impacts on socio-economics are likely to be non-significant in EIA terms.
	The assessment of cumulative effects is appropriate and, assuming the inclusion of the mitigation described, cumulative impacts on socio-economics are likely to be non-significant in EIA terms.	Agreed	It is agreed by both parties that the assessment of cumulative effects is appropriate and, assuming the inclusion of the mitigation described, impacts on socio-economics are likely to be non-significant in EIA terms.

Topic	Norfolk Vanguard Limited position	Broadland District Council position	Final position
Approach to mitigation	Given the impacts of the project, the mitigation proposed for socio-economics are considered appropriate and adequate.	Agreed	It is agreed by both parties that the mitigation proposed for socio-economics are considered appropriate and adequate.
Wording of Requirement(s)	The wording of the Requirements provided within the draft DCO (and supporting certified documents) for the mitigation of impacts to socio-economics are considered appropriate and adequate.	Agreed	It is agreed by both parties that the wording of the Requirements provided within the draft DCO (and supporting certified documents) for the mitigation of impacts to socio-economics are considered appropriate and adequate.

**The undersigned agree to the provisions within this SOCG**

Signed	
Printed Name	Matthew Rooke
Position	Planning Manager (West)
On behalf of	Broadland District Council
Date	06/06/2019

Signed	R. Sherwood
Printed Name	Rebecca Sherwood
Position	Norfolk Vanguard Consents Manager
On behalf of	Norfolk Vanguard Ltd (the Applicant)
Date	06 June 2019