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Our ref:
VJR2/JT8/47583.46
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Dear Sirs

Norfolk Vanguard Offshore Wind Farm Development Consent Order (DCO) (the Project)
Case reference no: EN010079
The Applicant: Norfolk Vanguard Limited

Additional Submission

We write further to Issue Specific Hearing (ISH) 4 and ISH5. In accordance with the Applicant's oral submissions at ISH4 and ISH5, we enclose the following:

1. Applicant's revised draft DCO (tracked change against the version submitted at Deadline 4)
2. Applicant's revised draft DCO (clean)
3. Applicant's revised draft DCO Schedule of Changes
4. Explanatory Memorandum (tracked change against the version submitted at Deadline 4)
5. Explanatory Memorandum (clean)
6. Updated Collision Risk Modelling
7. Updated HRA Screening Matrices.

Whilst we note that this submission is not made in accordance with a formal Deadline as set out in the Examination Timetable contained within the Rule 8 letter, the Applicant considers that it would be beneficial for the Examining Authority (ExA) to be aware of the most up-to-date positions with respect to these documents ahead of ISH6 and ISH7, and to account for progress made in these areas since Deadline 6.

Outstanding matters in the DCO

The Applicant has made good progress with stakeholders with regards to the DCO drafting and, in particular, the DCO requirements. This is reflected in the latest draft of the DCO included within this submission.

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The Applicant hopes to provide an updated position in respect of the following outstanding points at Deadline 7:

1. A requirement with NATS En-Route plc (NATS): the Applicant is progressing discussions with NATS to finalise a requirement which ensures appropriate mitigation is in place to avoid impacts on the Cromer Primary Surveillance Radar.
2. Protective provisions with National Grid and Cadent Gas: the Applicant has agreed the form of protective provisions to be included in the draft DCO. However the Applicant is finalising commercial arrangements before including the revised protective provisions within the draft DCO. It is anticipated that commercial arrangements will be finalised before the close of the Examination.
3. Protective Provisions with Network Rail: the Applicant is in advanced discussions with Network Rail and the parties have a near-final agreed form of protective provisions. It is anticipated that matters will be agreed before the close of the Examination.
4. The Applicant notes the Marine Management Organisation's (MMO) Deadline 6 submission which included, as an Appendix, Standard Navigational Conditions agreed by the MMO, Trinity House, and the Maritime and Coastguard Agency (MCA) dated September 2018. Unfortunately, these do not assist in the drafting of the Deemed Marine Licences (DMLs) given that the standard navigation conditions have been tailored to deal with project specific matters and these are reflected in the Applicant's draft DCO. The Applicant wishes to understand whether any specific amendments to the navigation conditions proposed by the MMO, Trinity House or the MCA during the course of the Examination are agreed between the MMO, Trinity House and the MCA before incorporating them into the DMLs.

Deterministic Collision Risk Modelling (CRM) for revised wind turbine layout scenarios

Following requests from the ExA, Natural England and the Royal Society for the Protection of Birds to explore options to mitigate potential seabird impacts from the Project, the Applicant has undertaken a review of the project layout with respect to turbine layout scenarios. The revised project design comprises the maximum proportion of turbines to be installed across Norfolk Vanguard East and West. The layout of the wind turbines will be based on the following maxima:

- No more than two-thirds of the turbines will be installed in Norfolk Vanguard West and no more than half of the turbines will be installed in Norfolk Vanguard East (with the remainder installed in the other site in each case).

These replace the previous worst case assumption that all of the turbines would be installed in either the Norfolk Vanguard East or West sites.

Full details are provided in the submitted note: Norfolk Vanguard Offshore Wind Farm Deterministic Collision Risk Modelling for revised layout scenarios (ExA; CRM; 10.D6.5.1).

Habitats Regulations Assessment - Screening Matrices (Updated)

As requested by the ExA in their further written questions, updated ornithology screening matrices are provided, which include the addition of two French Special Protection Areas (SPAs); Banc des Flandres and Caps Gris Nez, as requested by The French Agency for Biodiversity. Updates have also been made to the species screened in for assessment at Breydon Water SPA, Broadland SPA, Flamborough and Filey Coast SPA, Greater Wash SPA, Outer Thames Estuary SPA and North Norfolk Coast SPA in response to advice received from Natural England during the Norfolk Vanguard Examination.

Updated integrity matrices will be provided at Deadline 7 following further engagement with Natural England.

We would be grateful if you could kindly confirm safe receipt.

Yours faithfully

Womble Bond Dickinson (UK) LLP