

**From:** [REDACTED]  
**To:** [Norfolk Vanguard](#)  
**Cc:** [REDACTED] [Norfolk Boreas](#)  
**Subject:** Post Redetermination Submission.  
**Date:** 10 December 2021 12:55:39

---

Dear Planning Inspectorate,

It is outrageous that the Applicant for the Norfolk Vanguard Windfarm project has been allowed a further submission, **post the closure of the Redetermination**, in support of the Norfolk Vanguard Windfarm DCO application. The submission is a regurgitation of the 'Carbon Footprint Assessment' for Norfolk Boreas as submitted to the Norfolk Boreas ExA, further supporting the absolute contention by multiple IPs that Norfolk Vanguard and Boreas should have been assessed as a single larger project (known as East Anglia North), especially with regards to the cumulative impacts assessments such as the 'Carbon Impact Assessment' which has merely been copied and pasted into the Norfolk Vanguard examination. The Carbon Footprint Assessment for Norfolk Vanguard has clearly not been carried out and, therefore, the examination of such is deficient in the DCO Application and Redetermination.

If the Head of Energy Infrastructure Planning had any regard for the lawful execution of the Planning Act 2008 then this submission would not have been allowed! Justice Holgate's judgement of the previous consent for Norfolk Vanguard made it perfectly clear that the consideration of the timing for any consent decision: *"...does not override the need for compliance with EIA legislation and with principles of public law and procedural fairness."* The allowance of any submission, especially one that has not been called forward by the decision maker, and, submitted post closure, rides rough shod over any lawful *procedural fairness* as the IPs have not been allowed time to assess or comment on the detail.

The indulgence of Vattenfall by the Department for Business Energy and Industrial Strategy is plain for the public to see but it is disappointing that the Planning Inspectorate is now also complicit in trying to push for a potential DCO, in contradiction to any protocol or procedure. Further, the accumulation of the Carbon Impact Assessments, for both projects, needs to be taken into account, examined, and recommendations made before either Norfolk Boreas or Norfolk Vanguard could possibly be consented, especially with regards to the carbon impact of the transmission system.

Yours faithfully,

Ray & Diane Pearce