

FIVE ESTUARIES WIND FARM

Cobra Mist Limited

This is an addendum to Cobra Mist Limited's (CML) submission (the "Submission") to the Planning Inspectorate (ExA) dated 5 December 2024 making the points on a Plot by Plot basis which should be read in conjunction with the Submission. The case remains that CML is supportive of the establishment of a compensation nesting site on Orford Ness for Lesser Black Backed Gulls (LBBG). However, it seeks to achieve it using the recent, proven, low impact negotiated procedure that successfully established a similar site at Plot 20-002, which is immediately adjacent to Plot 20-004, the Applicant's proposed LBBG nesting site.

Plot 19-001

This Plot encompasses a foot passenger berthing pontoon and CML's mooring barge for its vehicle ferry. As stated in the Submission, it is essential that the activities and use by the Applicant does not in any way prevent or block the operation of CML's business, nor that of the National Trust, which owns the pontoon.

Plot 19-002

This Plot encompasses the metalled single-track roadway from CML's hardstanding and workshop area adjacent to Plot 19-001 all the way to the Applicant's proposed LBBG compensation nesting site Plot 20-004. Plot 19-002 in effect incorporates Plots 19-004 (a small section of National Trust owned track) and Plots 19-005, 19-006 and 19-007 which are all passing places adjacent to the single-track road Plot 19-002.

Again, as stated in the Submission, CML must be assured that its use of the track and its passing place will not be blocked and that the Applicant is seeking only non-exclusive access rights under the DCO Application. In addition, it is imperative that the Applicant does not have the right in any way to block CML's access to its garages and workshop area.

Plot 19-003

Although the Diagram used by the Applicant in its application has the words "Orfordness Passenger Ferry Terminal" associated with Plot 19-003 this description is wide of the mark and totally misleading. The slipway is in reality steep, slippery and exposed. It is certainly unsafe for foot passengers. It is a facility solely for the transport of vehicles and goods using CML's vehicle ferry. As stated in the Submission, the Applicant must not obtain any right to block CMLs enjoyment and use of the slipway, but only non-exclusive access rights under the DCO application appropriate to its need.

Plot 20-002

This plot encompasses the recently established (2022) LBBG compensation site for another wind farm development. CML is closely involved in supporting this site both in facilitating visits and servicing as required by the owner.

Plot 20-003

Situated inside the security fence that surrounds the CML aerial farm it is understood that this Plot has now been dropped from the DCO by the Applicant in favour of Plot 20-004. As such it should be deleted from the DCO application.

Plot 20-004

This plot is the Applicant's preferred area for the LBBG compensation area. As stated in the Submission, the boundaries of the Applicant's proposed plot would need to be modified:

- to exclude that part of the plot which would otherwise block off CML's ability to access areas to the East of the plot essential to the safe operation of CML activities, including access along the track leading to Aldeburgh and areas in the aerial field including the North Pump House drainage sluice which, if not regularly serviced, will increase the likelihood of flooding the area. Any such flood would inundate both Plot 20-004 and Plot 20-003 for that matter.
- to provide that the Applicant ensures that any section of the aerial field that borders onto the LBBG compensation area, and the track leading to it, is protected by new high security fencing with new entrance gates at appropriate points.

16 December 2024